Appendix D

Fowler, California - *Neon at dusk*

Program Environmental Impact Report (PEIR)

Contents

Item 1: Draft PEIR
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Appendix D Item 1:
Draft PEIR

Please refer to
www.fresnocog.org/project/regional-transportation-plan-rtp/

Appendix D Item 2:
Final PEIR

Please refer to
www.fresnocog.org/project/regional-transportation-plan-rtp/

Appendix D Item 3:
Resolution of Certification

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2018-25

IN THE MATTER OF:
ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2018 RTP/SCS (SCH #2017041008), AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM

RESOLUTION CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2018 RTP/SCS

WHEREAS, the Council of Fresno County Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2018 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, Fresno COG concurrently prepared an Air Quality Conformity Analysis for Fresno County and the 2019 Federal Transportation Improvement Program (FTIP) as part of the RTP process (hereinafter, collectively the “RTP/SCS” or the “Project”); and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq. (collectively, CEQA), the Fresno Council of Governments (Fresno COG) is the lead agency for the proposed the RTP/SCS Project; and

WHEREAS, the Fresno COG determined a Program Environmental Impact Report (PEIR) for the RTP/SCS Project assessing environmental effects related to the development of the RTP/SCS should be prepared; and

WHEREAS, in accordance with State CEQA Guidelines section 15082, on March 31, 2017, Fresno COG sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation (NOP) stating that a Program Environmental Impact Report (State Clearinghouse Number #2017041008) would be prepared; and

WHEREAS, four comment letters were received in response to the NOP during the 30-day NOP review period; and

WHEREAS, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, Fresno COG held a duly noticed Scoping Meeting on April 26, 2017, to solicit comments on the scope of the environmental review of the proposed Project; and

WHEREAS, a Draft PEIR was prepared addressing comments received; and

WHEREAS, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on April 5, 2018; and

WHEREAS, as required by State CEQA Guidelines section 15087, Fresno COG provided Notice of Availability of the Draft EIR to the public in the manner required by CEQA at the same time that Fresno COG sent Notice of Completion to the Office of Planning and Research, on April 5, 2018; and

WHEREAS, during the 55-day public comment period required by State CEQA Guidelines section 15087, copies of the Draft PEIR and technical appendices were available for review and inspection at the Fresno COG office and on the Fresno COG website; and

WHEREAS, during the 55-day public comment period, Fresno COG consulted with and requested comments from all responsible agencies, other governmental and trustee agencies having discretionary approval or jurisdiction by law over natural resources affected by the Project, the County of Fresno, affected transportation agencies, and other interested persons and agencies; and

WHEREAS, Fresno COG received 6 written comment letters on the Draft PEIR, and an acknowledgement from the State Clearinghouse that Fresno COG has complied with CEQA environmental review requirements; and

WHEREAS, pursuant to Public Resources Code section 21092.5, Fresno COG provided copies of its responses to commenting public agencies at least ten (10) days prior to Fresno COG's consideration of the certification of the Final PEIR; and

WHEREAS, on April 28, 2018, commencing at 5:30 p.m. during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno CA 93721, the Fresno COG Policy Board conducted a noticed public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

WHEREAS, on May 15, 2018, commencing at 6:00 p.m. at the Selma City Hall, 1710 Tucker St., Selma CA, 93662, Fresno COG Planning Director Kristine Cai conducted a public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

WHEREAS, on July 26, 2018, commencing at 5:30 p.m. at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno CA 93721, the Fresno COG Policy Board conducted a public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

WHEREAS, all comments on the PEIR concerning environmental issues that were received during the public review period were evaluated by Fresno COG Staff and a written response was prepared in accordance with the requirements of CEQA Guideline, section 15088. Both the comments and responses thereto are included in the Final PEIR; and

WHEREAS, the Final PEIR contains the elements required by CEQA, including, but not limited to:

(a) Identification, description and discussion of all potential significant environmental effects of the proposed project, both direct and indirect, both short term and long term.

(b) A description of mitigation measures proposed to minimize potentially significant environmental effects of the proposed project identified in the Final PEIR.

(c) A description of those potentially significant environmental effects which cannot be avoided or which can be mitigated, but not reduced to a level of insignificance.

(d) A description of a range of reasonable alternatives to the proposed project and evaluation of the comparative merits and potentially significant environmental effects of the alternatives, including the "no project" alternative.

(e) A discussion of cumulative impacts, in accordance with the requirements of CEQA Guidelines section 15130.

(f) A list of all Federal, State and local agencies or other organizations and private individuals consulted in preparing the PEIR, and the firm preparing the PEIR; and

WHEREAS, written CEQA findings identifying potentially significant impacts and addressing proposed mitigation for those impacts are attached hereto as Exhibit “A”; and

WHEREAS, the CEQA Statement of Overriding Considerations, setting forth the benefits of the Project each of which individually outweighs each and every one of the Project’s significant and unavoidable impacts, and the basis for that determination is attached hereto as Exhibit “A”; and

WHEREAS, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which Fresno COG shall bind itself in connection with the Project, is attached hereto as Exhibit “B”; and

WHEREAS, prior to taking action, the Fresno COG Policy Board has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the PEIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the PEIR reflects the independent judgment of the Fresno COG Policy Board and is fully adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, Fresno COG has not received any comments or additional information that constituted substantial new information of substantial importance requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

WHEREAS, all the requirements of CEQA and the State CEQA Guidelines have been satisfied by Fresno COG in the PEIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE BE IT RESOLVED by the Fresno COG at a session assembled on July 26, 2018, and based on the foregoing facts and circumstances as follows:

1. The Fresno COG hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution.

2. Based on all of the evidence in the record as a whole and as presented at the hearing, including but not limited to the PEIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations, and regulatory agencies, the Fresno COG finds that the environmental impacts associated with the Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be

substantially lessened to the extent feasible by the identified Mitigation Measures. The Fresno COG's CEQA findings, attached hereto as Exhibit "A," are hereby adopted by the Board.

3. The Fresno COG finds that it has reviewed and considered the Final EIR in evaluating the proposed RTP/SCS, that the Final EIR is an accurate and objective statement that fully complies with CEQA, and that the Final EIR reflects the independent judgment of the Fresno COG Board. Based on the record as a whole, the Fresno COG hereby certifies the Final EIR.

4. The Fresno COG finds that the Statement of Overriding Consideration, attached hereto as Exhibit "A", accurately summarizes the project's significant and unavoidable impacts and benefits to the community. The Fresno COG finds that each and every one of the Project benefits individually outweigh each and every one of the Project's significant and unavoidable impacts, and the Fresno COG hereby adopts the Statement of Overriding Considerations.

5. The Fresno COG finds that the Mitigation Monitoring Program, attached hereto as Exhibit "B", is an adequate Mitigation Monitoring Program pursuant to Public Resources Code section 21081.6. The Fresno COG hereby adopts the Mitigation Monitoring Program set forth in Attachment "B".

6. The documents and materials associated with the Project and the PEIR that constitute the record of proceedings on which these findings are based are located at Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721. The Custodian of Record is Tony Boren, Executive Director.

The Board further directs Fresno COG staff to file a Notice of Determination with the California State Clearinghouse and with the Fresno County Clerk, as required by CEQA, within five (5) working days of any Board approval of the RTP/SCS.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26th day of July 2018.

AYES:

NOES:

ABSENT:

_____
Amarpreet Dhaliwal
Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 26th day of July, 2018.

Signed: _____
Tony Boren
Executive Director

Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations

EXHIBIT A – FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

A.1 INTRODUCTION

Section 21081 of the California Public Resources Code (PRC) and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require that the Fresno Council of Governments (Fresno COG), as the Lead Agency for the 2018 Regional Transportation Plan/Sustainable Communities Strategy and associated Federal Transportation Improvement Program and Air Quality Conformity Analysis (collectively, the "2018 RTP/SCS," "Plan," or "Project"), identify significant impacts on the environment and make one or more written findings for each of the significant impacts. The Findings of Fact and Statement of Overriding Considerations is referred to as Exhibit A of the 2018 RTP/SCS of the Final PEIR.

Pursuant to CEQA Guidelines Section 15093 and PRC Section 21081, the existence of significant unavoidable impacts resulting from the 2018 RTP/SCS requires Fresno COG to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The CEQA Findings of Fact (Findings) reported in the following pages incorporate the facts and discussions of environmental impacts that are described in the 2018 RTP/SCS Program Environmental Impact Report (PEIR). Additionally, the Statement of Overriding Considerations set forth in Section A.12, describes the economic, social, environmental, and other benefits of the 2018 RTP/SCS that override the significant environmental impacts. Combined, these documents are referred to herein as "CEQA Findings of Fact and Statement of Overriding Considerations."

For each of the impacts associated with the 2018 RTP/SCS, the following are provided:

- ✓ Description of Impacts – A specific description of the environmental impact identified in the PEIR.
- ✓ Mitigation – Identified mitigation measures or actions that are proposed for implementation as part of the project.
- ✓ Findings and Rationale – Explanation regarding the adoption of mitigation measures, their implementation, and the short- and long-term benefits related to reduction in criteria air pollutants and per capita reductions in greenhouse gas emissions (GHG), and other economic, social, and environmental benefits that warrant overriding the significant and unavoidable environmental impacts.

Where feasible, mitigation measures have been identified to reduce significant impacts. CEQA requires a mitigation monitoring or reporting program to be adopted by the Lead Agency. Fresno COG has prepared a Mitigation Monitoring Program (MMP) in compliance with the requirements of Section 21081.6 of CEQA to ensure the efficacy of proposed mitigation measures. The PEIR identifies the potentially significant environmental impacts associated with the 2018 RTP/SCS and specifies measures designed to mitigate adverse environmental impacts. The MMP includes procedures to be used to

implement the mitigation measures adopted in connection with the certification of the 2018 RTP/SCS PEIR and methods of monitoring and reporting. The MMP includes mitigation measures to be implemented by Fresno COG, and project-level, performance standards–based mitigation measures that can and should be considered (or other comparable measures) by local agencies when considering project-level approvals of transportation and development projects, as applicable and feasible.

The PEIR presents a region-wide, programmatic level of assessment of existing conditions and potential impacts associated with implementation of the 2018 RTP/SCS as a whole. As such, the Draft PEIR identifies programmatic mitigation measures for which Fresno COG would be responsible on a regional scale (these mitigation measures are phrased as "Fresno COG shall"). In addition, consistent with the provisions of Section 15091(a)(2) of the State CEQA Guidelines, Fresno COG has identified performance standards–based mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible.

As will be discussed in more detail below, it is the finding of the Fresno COG Policy Board that the proposed Final PEIR fulfills environmental review requirements under CEQA for the 2018 RTP/SCS; constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA; and reflects the independent judgment of the Fresno COG Policy Board.

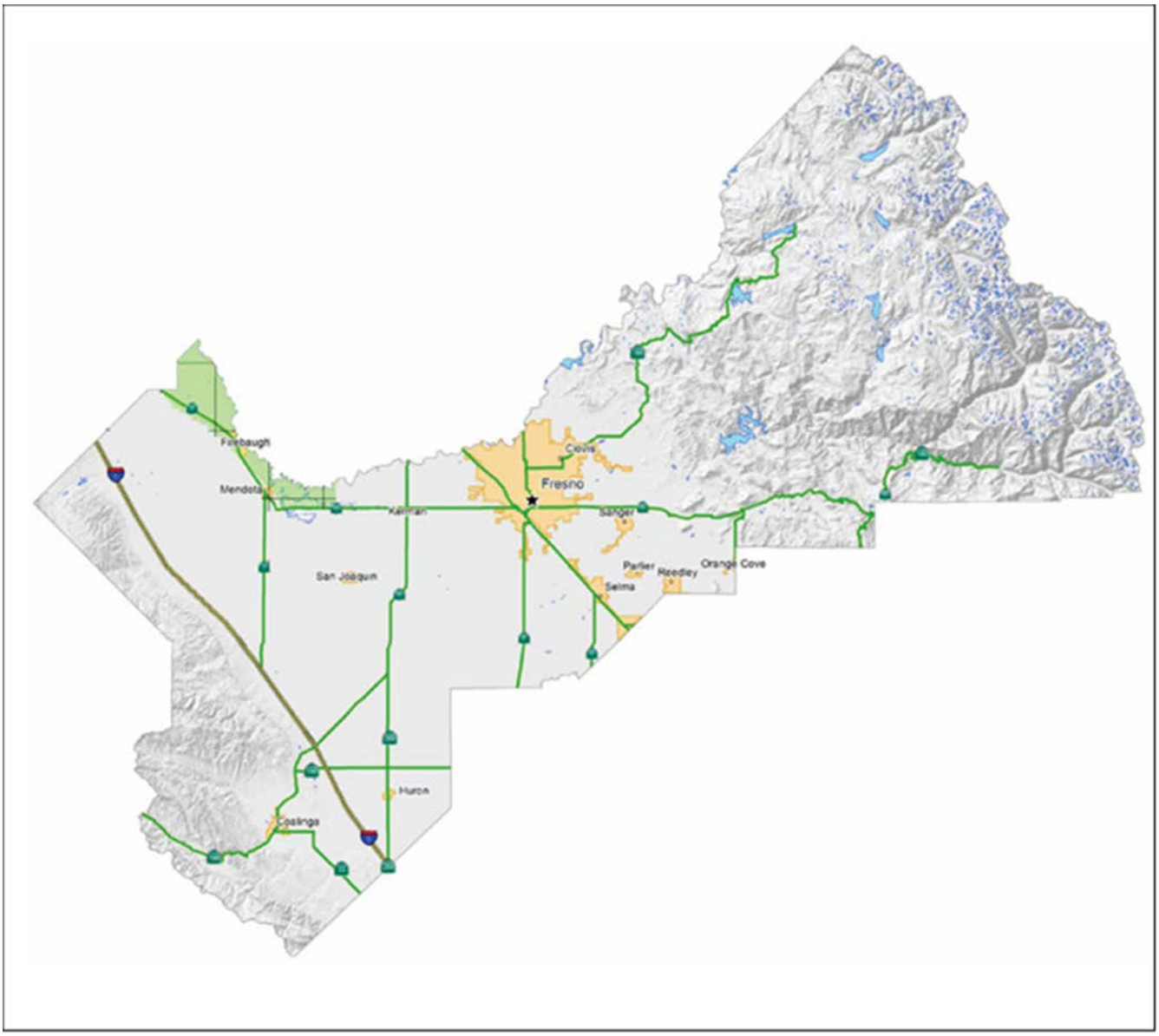
A.2 PROJECT DESCRIPTION

Project Location

Fresno County (County) is located in California's Central San Joaquin Valley (reference Figure A-1). Figure A-2 shows the boundaries of the Project or RTP/SCS per CEQA Guidelines Section 15124. Encompassing 5,963 square miles, the County is situated near the geographic center of the State along State Route (SR) 99, approximately 220 miles north of Los Angeles. The County has an altitude near Fresno of 365 feet above sea level to 14,000 feet above sea level in the Sierra Nevada. The population of Fresno County in 2014 (EIR Base Year) was approximately 965,000. As of 2015, Fresno County had an estimated population of approximately 974,900 (latest population projection).

FIGURE A-1
Location of Fresno County

FIGURE A-2
Project Boundaries



Regional Transportation Plan/Sustainable Communities Strategy

The Project, as defined by CEQA Statutes, Section 21065, is the preparation of the 2018 revision of the RTP (incorporated by reference). Fresno COG has prepared the 2018 RTP as required by Section 65080 et seq., of Chapter 2.5 of the California Government Code as well as federal transportation reauthorizations and requirements including MAP-21 (Moving Ahead for Progress in the 21st Century Act), and the Fixing America's Surface Transportation (FAST) Act. These acts require that RTPs include only those projects which can actually be delivered with funds expected to be available (i.e., financially constrained), and that those projects will help attain and maintain air quality standards consistent with the Clean Air Act Amendments of 1991 and other federal mandates noted below. The RTP must also meet Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93 (reference Chapter 5: "Actions: Assessing Our Transportation Investment Needs" of the 2018 RTP). In addition, the RTP must address requirements set forth in Assembly Bill 32, the California Global Warming Solutions Act of 2006. The California Transportation Commission (CTC) has prepared guidelines (adopted by the Commission in January 18, 2017 to assist in the preparation of RTPs pursuant to Section 14522 of the Government Code.

The 2018 RTP is an update of the 2014 RTP, which expires on December 31, 2018. This RTP will be in effect upon its adoption, which is scheduled for June 2018. The 2018 RTP is similar to the 2014 RTP in that it includes the Sustainable Communities Strategy (SCS) as required by Senate Bill 375 – the Sustainable Communities and Climate Protection Act of 2008 and also contains updates to planned improvement projects. As the designated Regional Transportation Planning Agency (RTPA), Fresno COG is mandated by state and federal law to update the RTP every four (4) years. For the 2014 RTP, a Program Environmental Impact Report (PEIR) was prepared and adopted in June 2014.

The Draft PEIR for the 2018 RTP/SCS has been prepared to focus on the evaluation of the environmental effects of the SCS, the newly required element of the RTP. In addition, the PEIR is also intended to address cumulative and growth inducing impacts and other issues resulting from the RTP and the SCS as required by CEQA. The SCS, found in Chapter 3 of the RTP, is further described below, and is incorporated by reference.

The RTP is used to guide the development of the Regional Transportation Improvement Program (RTIP). The RTIP is the programming document used to plan the construction of regional transportation projects and requires State Department of Transportation (Caltrans) approval. No project-level assessments of environmental impacts are feasible in this Draft PEIR due to the absence of site-specific information and the inability to predict when and if particular projects will receive funding or approval. The RTP is also used as a transportation planning document by each of the 16-member jurisdictions of Fresno COG. The members include the County of Fresno and the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma.

The RTP/SCS identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis and policy initiatives in the 2018 RTP include references to the Congestion Management Process, Environmental Justice, and Goods Movement Planning. In addition, the 2018 RTP/SCS includes updated project lists and updated performance measures. The 2018 RTP is the second to contain an SCS as required by California Senate Bill (SB) 375. SB 375, enacted in 2008, requires that each Metropolitan Planning Organization (MPO) include an SCS that provides an integrated land use and transportation plan for meeting emission reduction targets set forth by the California Air Resources Board (CARB). For Fresno COG, those greenhouse gas reduction targets are as set forth in Table 2-2 on page 2-19 of the Draft PEIR.

Chapter 4 of the RTP sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments must be consistent with the goals and policies of the Plan and must be financially constrained (meaning that funding is available and has been committed by the appropriate agencies to implement the project). These projects are listed in the Constrained Program of Projects (reference Appendix C of the RTP). Results of the modeling process are provided in Section 3.18 of the Draft PEIR as well as the Air Quality Conformity Analysis[1].

Forecasting methods in the RTP/SCS primarily use the "market-based approach" based on demographic data and economic trends. For best results, the RTP also uses the "build out" method, providing the best estimates for growth in all areas of the County through the year 2042. Within each element of the RTP, assumptions are made that guide the goals, policies and actions. Those assumptions include: demographic projections, land use forecasts, air quality models, performance indicators, capital and operations costs, cost of alternatives, timeframe (short- and long-term), environmental resources and methodology.

Alternative scenarios are briefly discussed in the SCS; they are also addressed and analyzed for their feasibility in the Draft PEIR, as required by California Environmental Quality Act (15126(d), 15125.6(a)). From the Draft PEIR, the alternatives are identified and described. The 2018 RTP/SCS only recommend one alternative scenario, which is the preferred alternative.

The 2018 RTP/SCS promotes a "balanced" multi-modal transportation system. It calls for increased investments in alternative transportation modes, while accommodating a necessary amount of new highway capacity. The following section of this Introduction includes references to modal plans and

[1] The Air Quality Conformity Analysis is required by the Clean Air Act and U.S. Environmental Protection Agency transportation conformity regulations for all nonattainment and maintenance areas for transportation-related criteria pollutants. The Conformity Analysis is used to demonstrate that predicted emissions for the RTP pass both the emissions budget and interim emission tests.

constrained projects and a list of all constrained projects by mode is referenced in Chapter 5: "Financing Mobility: Funding Our Transportation System" of the 2018 RTP/SCS.

The Unconstrained Program of Projects (reference Chapter 5 of the 2018 RTP/SCS) incorporates the region's unbudgeted "vision". These projects represent alternatives that could be moved to the constrained program if support for an individual project remains strong and if project funding is identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing Fresno County. Fresno COG will be vigilant in its search for funding to support these projects.

Unconstrained projects are not included in the air quality conformity analysis and are not analyzed as part of the Draft PEIR. In the future, as the funding picture changes and community values and priorities for transportation projects become redefined and honed, unconstrained projects may be moved to the constrained program. Should this occur, the 2018 RTP/SCS would be amended and a new assessment of the Plan's conformity with state and federal air quality rules and standards would be undertaken. Only funded transportation improvement projects can be reflected in the RTP/SCS and analyzed in the associated conformity finding. Each element in the RTP addresses proposed actions to implement the goals and policies identified in Chapter 2: "Policies: Foundations of the Plan" of the RTP/SCS. These actions outline specifically how the goals of the RTP/SCS will be accomplished.

Vision, Goals, Objectives, Policies, and Performance Measures

The goals/objectives included in the 2018 RTP/SCS in the Chapter titled: Policies: Foundations of the Plan, have been established for the Proposed Project and will aid decision makers in the review of the Project and associated environmental impacts. The 2018 RTP policy chapter seeks to identify the transportation goals, objectives, and policies that meet the regional needs. Specifically, the 2018 RTP/SCS supports the following overarching focus points:

- ✓ Preservation of existing facilities and services.
- ✓ Sound financial management leveraging of existing funding.
- ✓ Balancing Transportation needs with land use.

The Policy Element for the 2018 RTP/SCS supports the following Mission and Vision for 2042:

Mission: To foster a region of diverse partners building a progressive future as one voice.

Vision for 2042: A region of diverse transportation options that fosters sustainable growth and a vibrant economy and contributes to improved air quality and healthy communities.

The 2018 RTP/SCS contains the goals, objectives, and policies to implement the RTP/SCS over the 25-year

planning period. Goals or objectives of the Plan are provided below:

- ✓ An efficient, safe, integrated, multimodal transportation system.
- ✓ Improved mobility and accessibility for all, including the protected populations in accordance with federal and state statutes.
- ✓ Coordinate planning that is consistent with efforts that affect the region.
- ✓ A multimodal regional transportation network compatible with adopted land use plans and consistent with the intent of SB375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008).
- ✓ Support cooperative efforts between local, State, federal agencies and the public to plan, develop and manage our transportation system.
- ✓ Attainment and maintenance of California and National Ambient Air Quality Standards (criteria pollutants) as set by the Environmental Protection Agency and the California Air Resources Board.
- ✓ Achieve a safe transportation system for all motorized and non-motorized users on all public roads in Fresno County.
- ✓ An integrated and efficient highways, streets and roads network.
- ✓ Utilize a partnership of federal, State, regional, local, community, and industry stakeholders to move freight on a safe, integrated, modern, efficient, and resilient system that contributes to the Fresno Region's economy, jobs, and healthy, livable communities.
- ✓ Efficient use of available transportation funding.
- ✓ Goal: Maintain highways, roads, and bridges in a state of good repair for all users.
- ✓ An efficient, safe, and fiscally responsible public transportation mobility system.
- ✓ A quality, convenient, safe and reliable public transportation service.
- ✓ An efficient and effective public transportation system.
- ✓ Public transit services with a positive public image in communities served.
- ✓ An integrated multimodal transportation system which facilitates the movement of people.
- ✓ A coordinated policy for public transportation that complements land use and air quality/climate change policies.
- ✓ Achieve or maintain transit network in a state of good repair.
- ✓ A fully functional and integrated air service and airport system that is complementary to the regional transportation system.
- ✓ Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities.
- ✓ Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system.
- ✓ Improved bicycle and pedestrian safety through education and enforcement.
- ✓ Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.
- ✓ A safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system.

- ✓ A transportation system that efficiently and effectively transports goods throughout Fresno County.

Performance measures are closely tied to the broader vision, goals, and guiding policies to ensure that the implementation of the 2018 RTP/SCS moves the region closer to achieving the vision, goals, and policies. Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America's Surface Transportation (FAST Act) require Metropolitan Planning Organizations (MPOs) to conduct performance-based planning and focus on achieving performance outcomes. The 2018 RTP/SCS uses a number of performance measures to help gauge progress, how well the region meets the federal air quality conformity requirements, the federal requirements of MAP-21, and state requirements for reducing greenhouse gas emissions and planning for a more sustainable future.

Project Description

The Project, as defined by CEQA Statutes, Section 21065, is the preparation of the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This document may also be known or referenced as the 2018 RTP, RTP or RTP and SCS. Fresno COG has prepared the RTP/SCS as required by Section 65080 et seq., of Chapter 2.5 of the California Government Code as well as federal guidelines pursuant to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. These acts require that RTPs include only those projects which can actually be delivered with funds expected to be available (i.e., financially constrained), and that those projects will help attain and maintain air quality standards consistent with the Clean Air Act Amendments of 1991 and other federal mandates noted below.

The RTP must also meet Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93. The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102) (reference Chapter 5: "Actions: Assessing Our Transportation Investment Needs" of the 2018 RTP). In addition, the RTP must address requirements set forth in Assembly Bill 32, the California Global Warming Solutions Act of 2006. The California Transportation Commission (CTC) has prepared guidelines (adopted by the Commission on January 18, 2017 to assist in the preparation of RTPs pursuant to Section 14522 of the Government Code.

According to CTC RTP Guidelines, "Every Metropolitan Planning Organization (MPO) is required by law to conduct long range planning to ensure that the region's vision and goals are clearly identified and to ensure effective decision making in furtherance of the vision and goals. The long-range plan, known as the Regional Transportation Plan (RTP), is an important policy document that is based on the unique needs and characteristics of a region, helps shape the region's economy, environment and social future, and communicates regional and vision to the state and federal government. As fundamental building

blocks of the State's transportation system, the RTP should also support state goals for transportation, environmental quality, economic growth, and social equity (California Government Code Section 65041.1). The California Transportation Commission (Commission or CTC) is authorized to develop guidelines by Government Code Section 14522, which reads: In cooperation with the regional transportation planning agencies, the commission may prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of the regional transportation plans."

Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter ($PM_{2.5}$); and has a maintenance plan for particulate matter under 10 microns in diameter (PM_{10}). The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years, thus conformity requirements for CO no longer apply. In addition, the RTP must address requirements set forth in Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 and SB 375, which introduced the Sustainable Communities Strategy concept into the RTP process. Finally, the California Transportation Commission has prepared guidelines (most recently adopted by the Commission in 2017 to assist in the preparation of RTPs pursuant to Section 14522 of the Government Code.

As the designated RTPA, Fresno COG is mandated by state and federal law to update the RTP every four (4) years. The last comprehensive EIR on the RTP/SCS was certified on June 26, 2014, which addressed transportation improvement projects, programs, and funding reflected in the 2014 RTP together with additional funding from the proposed (now approved) ½ Cent Sales Tax Measure Extension (Measure C). Measure C did receive the 2/3^{rds} voter approval required in order to pass in the November 2006 election. The 2018 revision to the RTP has been prepared to address possible environmental impacts resulting from its implementation and sources of funding that are available for programming.

The RTP is used to guide the development of the Fresno COG prepares and maintains the Federal Transportation Improvement Program (FTIP). The program includes a listing of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The FTIP also lists non-federal, regionally significant projects for information and air quality modeling purposes. Projects included in the FTIP are consistent with the RTP and are part of the area's overall strategy for providing mobility, congestion relief and reduction of transportation-related air pollution in support of efforts to attain federal air quality standards for the region.

The RTP is also used to guide development of the Regional Transportation Improvement Program (RTIP). The RTIP is the programming document used to plan the construction of regional transportation projects and requires State Department of Transportation (Caltrans) approval as part of the State Transportation Improvement Program (STIP). The STIP is comprised of two components, the Regional Improvement Program (RIP) for projects nominated by regional agencies in California, such as Fresno COG and the

Interregional Improvement Program (IIP) for projects nominated by Caltrans. The STIP is adopted by the California Transportation Commission (CTC).

The RTP is also used as a transportation planning document by each of the sixteen (16) member jurisdictions of Fresno COG. The members include the County of Fresno and the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma.

The RTP identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis and policy initiatives in the 2018 RTP include Environmental Justice planning, the Sustainable Communities Strategy, and public participation. In addition, the 2018 RTP includes updated project lists and performance measures.

A.3 FINDINGS REQUIRED UNDER CEQA

Procedural Findings

Less than Significant Impacts

As described in Section A.4, *Findings Regarding Potential Environmental Effects That Are Less than Significant*, the impacts of the 2018 Regional Transportation Plan/Sustainable Communities Strategy ("2018 RTP/SCS," "Plan," or "Project") were determined to be less than significant in relation to 6 thresholds of significance in 4 environmental resource categories:

A.4-A Air Quality (AQ 3.4.1, 3.4.3)
A.4-B Hydrology and Water Resources (HW 3.11.10)
A.4-C Social and Economic Effects (SE 3.16.1, 3.16.2)
A.4-D Transportation/Traffic (TT 3.17.3)

Less than Significant Impacts

<u>Findings Pursuant to Section 15091 (a) of the State CEQA Guideline</u>

Consistent with the provisions of Section 15091(a)(1), changes and alterations have been required in, or incorporated into, the 2018 RTP/SCS, including mitigation measures, to avoid or substantially lessen the significant environmental effects of the Plan. Fresno COG considered the anticipated significant and

unavoidable impacts of the Plan, as well as the benefits of adoption of the 2018 RTP/SCS. The benefits of the Project (2018 RTP/SCS or Scenario D) are as follows:

- ✓ Being based on the 2014 RTP/SCS, Scenario D represents the same vast improvements over the status quo with regard to smart growth principles, such as increased transit and active transportation trips, higher residential densities, more strategic transit-oriented development and a wider range of housing choices. Status quo is defined as "the projected growth pattern for the Fresno County region before the 2014 SCS.
- ✓ Compared to 2005 levels, the 2018 RTP/SCS will result in a 5 percent reduction in greenhouse gas emissions per capita by 2020 and a 10 percent reduction by 2035; thereby meeting SB 375 emission reduction targets.
- ✓ Cleaner fuels and new vehicle technologies will reduce pollutants that contribute to smog and other air contaminants, which may impact public health in the region. As a result, regional air quality would improve under the 2018 RTP/SCS.
- ✓ Commute trips made by carpooling, active transportation, and public transit increased as a percentage of all commute trips in the 2018 RTP/SCS compared to the 2014 RTP/SCS as follows:
  - Transit trips – 2.8% vs 1.5%.
  - Walk trips – 5.5% vs. 2.5%.
  - Bike trips – 1.6% vs. 0.7%.

  Drive alone trips are lower in the 2018 RTP/SCS (78.2%) compared to the 2014 RTP/SCS (81.9%).
- ✓ With Scenario D, 24 percent of all new housing and 36 percent of new employment will take place within ½ mile of bus rapid transit.
- ✓ Due to increased activity through active transportation, Scenario D is projected to prevent 17 premature deaths per year compared to the status quo.
- ✓ Scenario D includes significant advancements over the status quo.
- ✓ The Project represents a growth plan that acknowledges current planning assumptions and local land use authority.
- ✓ The Project is on track to meet the San Joaquin Valley Blueprint's goals.
- ✓ The 2018 RTP/SCS represents a realistic and feasible growth scenario that allows the Fresno County region to grow at its own pace and retain its own character.

Impacts Mitigated to a Level of Less than Significant

As described in Section A.5, *Findings Regarding Potential Environmental Effects That Can Be Mitigated to a Level of Less Than Significant*, the impacts of the Plan were determined to be mitigated to a level of less that significant in relation to two thresholds of significance in two environmental resource categories:

A.5-A Biotic Resources (BR 3.5.6)
A.5-B Land Use and Planning and Recreation (BR 3.12.3)

Significant and Unavoidable Impacts

As described in Section A.6, *Findings Regarding Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Less Than Significant*, the impacts of the Plan were determined to have the potential to result in significant and unavoidable impacts in relation to 79 thresholds of significance in 15 environmental resource categories:

A.6-A Aesthetics (AE 3.2.1, 3.2.2, 3.2.3, 3.2.4)
A.6-B Agricultural Resources (AG 3.3.1, 3.3.2, 3.3.3, 3.3.4, 3.3.5)
A.6-C Air Quality (AQ 3.4.2, 3.4.3, 3.4.4, 3.4.5)
A.6-D Biotic Resources (BR 3.5.1, 3.5.2, 3.5.3, 3.5.4, 3.5.5)
A.6-E Climate Change (CC 3.6.1, 3.6.2)
A.6-F Cultural and Tribal Resources (CTR 3.7.1, 3.7.2, 3.7.3, 3.7.4, 3.7.5)
A.6-G Energy and Energy Conservation (EN 3.8.1)
A.6-H Geology/Soils/Mineral Resources (GSM 3.9.1, 3.9.2, 3.9.3, 3.9.4, 3.9.5, 3.9.6, 3.9.7, 3.9.8, 3.9.9)
A.6-I Hazards and Hazardous Materials (HM 3.10.1., 3.10.2, 3.10.3, 3.10.4, 3.10.5, 3.10.6, 3.10.7, 3.10.8)
A.6-J Hydrology and Water Resources (W 3.11.1, 3.11.2, 3.11.3, 3.11.4, 3.11.5, 3.11.6, 3.11.7, 3.11.8, 3.11.9)
A.6-K Land Use and Planning and Recreation (LPR 3.12.1, 3.12.2, 3.12.4, 3.12.5)
A.6-L Noise (N 3.13.1, 3.13.2, 3.13.3, 3.13.4, 3.13.5, 3.13.6)
A.6-M Population, Housing, and Employment (PHE 3.14.1, 3.14.2, 3.14.3)
A.6-N Public Utilities, Other Utilities, and Services Systems (PU 3.15.1, 3.15.2, 3.15.3, 3.15.4, 3.15.5, 3.15.6, 3.15.7, 3.15.8)
A.6-O Transportation/Traffic (TT 3.17.1, 3.17.2, 3.17.3, 3.17.4, 3.17.5, 3.17.6)

Record of Proceedings

- ✓ PEIR Notice of Preparation submitted to the State Clearinghouse for distribution to state agencies — March 31, 2017
- ✓ Scoping Meeting — April 26, 2017
- ✓ Notice of Preparation 30-day public comment period closed — May 1, 2017
- ✓ Draft PEIR submitted to Fresno COG for distribution — April 1, 2018

✓ Draft PEIR Notice of Completion submitted to the State Clearinghouse for distribution to state agencies	April 4, 2018

- ✓ Draft PEIR emailed to organizations, agencies and individuals for review and comment — April 4, 2018
- ✓ Availability of Draft PEIR for public review published In local newspapers and on Fresno COG website — April 5, 2018
- ✓ Draft PEIR available at Fresno County Libraries, and Fresno COG offices — April 5, 2018
- ✓ DEIR Presentation to Fresno COG Policy Board — April 26, 2018
- ✓ DEIR Public Hearing at COG Policy Board — April 26, 2018
- ✓ Public Workshop on the Draft PEIR — May 15, 2018
- ✓ Draft 55-day public comment period closed — June 1, 2018
- ✓ Public Hearing on Final PEIR by Fresno COG — July 26, 2018
- ✓ Notice of Determination filed with State Clearinghouse — August 2, 2018

General Findings

Public Resources Code Section 21081 and CEQA Guidelines Section §15091, states that "No public agency shall approve or carry out a project, for which an EIR has been certified, that identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

- ✓ Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
- ✓ Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- ✓ Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint.) *See California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410."

Written findings, including a presentation of facts in support of the findings regarding each significant impact associated with the Project, are referenced in Sections A.5, *Findings Regarding Potential*

Environmental Effects that Can Be Mitigated to a Level of Less than Significant; A.6, *Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant*; and A.7, *Findings Regarding Alternatives*, of this Exhibit.

Fresno COG certifies these findings considering written and oral comments received regarding the 2018 RTP/SCS and the Draft and Final PEIR. The 2018 RTP/SCS PEIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the PEIR corresponds to the specificity of the regional goals, policies, and strategies of the 2018 RTP/SCS and was considered a compete project. The PEIR includes detailed and conservative (i.e., in a worst-case scenario) analysis of 16 environmental topics, including the topic of Energy in Appendix F of the State CEQA Guidelines and Social and Economic Effects related to the Project and its alternatives.

Environmental impacts expected to result from the adoption and implementation of the 2018 RTP/SCS are disclosed and feasible mitigation measures to be carried out by Fresno COG or other responsible/affected agencies have been identified at the regional/programmatic level.

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Res. Code § 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines § 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Res. Code, § 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines § 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision-making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000; see also Pub. Res. Code, § 21081(a)(3) ["economic, legal, <u>social</u>, technological, <u>or other considerations</u>" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).) Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

At the project-level, mitigation measures adopted as part of the 2018 RTP/SCS can and should be implemented by lead agencies, as feasible and appropriate, to mitigate impacts at the project-level.

As a result, these mitigation measures address the environmental impacts of the 2018 RTP/SCS to the maximum extent feasible as discussed in the findings made in Sections A.5, *Findings Regarding Potential Environmental Effects that Can Be Mitigated to a Level of Less than Significant*, and A.6, *Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant*, of this Exhibit. Findings in Section A.6 indicate where mitigation measures may not be capable of reducing impacts to below the level of significance.

Fresno COG has provided clarifications and revisions to the information contained in the Draft PEIR that was circulated for public review considering written and oral comments received and has responded to all such comments. Changes were made to the Draft PEIR as part of the Final PEIR (reference Section 3). The addition of mitigation measures and clarification of impacts and assumptions, as well as text changes were made. No changes were made to the Draft PEIR that are considered significant or that change in any way the findings of significance by environmental issue area and do not present any significant new information requiring recirculation or additional environmental review pursuant to CEQA Guidelines Section 15088.5. Additional information was identified in the comments to the Draft PEIR and responded to in Section 2, *Comments and Response to Comments* of the Final PEIR.

Exhibit B of the Final PEIR provides the *Mitigation Monitoring Program* (MMP) for the 2018 RTP/SCS pursuant to the requirements of Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091 (d) and Section 15097 addressing implementation of the adopted mitigation measures intended to reduce significant effects on the environment. Fresno COG is the custodian of the documents and other material that constitute the record of the proceedings upon which certification of the PEIR for the 2018 RTP/SCS is based, as described below in Section A.9, *Findings Regarding Location and Custodian of Documents, of this Findings of Fact and Statement of Overriding Considerations*.

Fresno COG finds that the proposed Final PEIR addresses environmental review requirements for the 2018 RTP/SCS; that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA; and that the document reflects the independent judgment of the Fresno COG Policy Board.

A.4 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT

The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Fresno Council of Governments (Fresno COG) 2018 Regional Transportation Plan/Sustainable Communities

Strategy ("2018 RTP/SCS," "Plan," or "Project") determined that the impacts of the Plan were determined to be less than significant in relation to 6 thresholds of significance in 4 environmental resource categories related to the California Environmental Quality Act (CEQA). Consistent with Public Resources Code section 21002.1 and section 15128 of the State CEQA Guidelines, the PEIR focused its analysis on potentially significant impacts, and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental impacts. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or a "less than significant" impact. Nevertheless, the Policy Board hereby finds that the Project would have either no impact or a less than significant impact to the following resource areas:

A.4-A Air Quality (AQ 3.4.1, 3.4.3)
A.4-B Hydrology and Water Resources (HW 3.11.10)
A.4-C Social and Economic Effects (SE 3.16.1, 3.16.2)
A.4-D Transportation/Traffic (TT 3.17.3)

A.4-A AIR QUALITY

Impact AQ 3.4.1 – Conflict with or obstruct implementation of an applicable air quality plan.

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, 3-88 – 3-98.)

Rationale

Fresno County Conformity Tests: The conformity tests specified in the Federal transportation conformity regulations are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the FTIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies.

During the development of each SIP, CARB in consultation with SJVAPCD and SJV MPOs, sets transportation conformity budgets for measuring progress toward achieving attainment of the national air quality standard. A "budget" is, in effect, an emissions "threshold" or "not to exceed value" for specific years in which progress toward attainment of the standard must be measured. These specific years known as “budget years" are established to ensure that the 2018 RTP/SCS and 2019 FTIP "conform” to the air quality goals of the region, as well as demonstrate continued progress toward attainment of the NAAQS. The term "base year" also reflects a "threshold" or "not to exceed" value against which future emissions from the 2018 RTP/SCS are measured.

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the "budget years" for which consistency with motor vehicle emission "budgets" must be determined. A regional emissions analysis was conducted for the years 2018, 2021, 2024, 2027, 2030, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. Based on the conformity analysis, the 2019 FTIP and the 2018 RTP conform to the applicable SIP and all applicable sections of the EPA’s Transportation Conformity Rule.

- ✓ For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *2016 Ozone Plan.* The conformity tests for ozone are therefore satisfied.
- ✓ For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- ✓ For the 1997 annual and 24-hour and 2012 annual $PM_{2.5}$ standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved $PM_{2.5}$ and NOx trading mechanism for transportation conformity purposes from the *2008* $PM_{2.5}$ *Plan (as revised in 2011)*. The conformity tests for $PM_{2.5}$ for the 1997 and 2012 standards are therefore satisfied.
- ✓ For the 2006 24-hour $PM_{2.5}$ standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved $PM_{2.5}$ and NOx trading mechanism for transportation conformity purposes from the *2012* $PM_{2.5}$ *Plan (as revised in 2015)*. The conformity tests for $PM_{2.5}$ for the 2006 standard are therefore satisfied.
- ✓ The 2019 FTIP and the 2018 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans.

State Air Quality Standards: The SJVAPCD is one of 35 air quality management districts that have prepared air quality management plans to accomplish a five percent (5%) annual reduction in emissions documenting progress toward achievement of the State ambient air quality standards.

The 2018 RTP demonstrates compliance with the list of comprehensive regulatory and incentive-based measures contained in each plan by demonstrating that motor vehicle emissions resulting from the 2018 RTP are less than specified motor vehicle emissions "budgets" contained in the applicable SJV SIPs. To document compliance with the State air quality standards, each of these SJVAPCD plans identifies specific years in which progress toward attainment of the standard must be measured as shown in Table 3-22 of the PEIR. These years are described as "budget years", because each SIP identifies motor vehicle emission "budgets" that motor vehicle emissions resulting from 2018 RTP/SCS implementation cannot exceed in order to ensure continued progress toward attainment of the state standard. For on-road mobile sources, the SJVAPCD identifies the same emissions reduction strategies for both state and federal standards. Conformity demonstration with the federal standards satisfies state air quality requirements.

As shown in Tables 3-24 through 3-27 of the PEIR, the total emissions in each scenario year for each pollutant is less than the emissions "budget" as established in the applicable SJVAPCD Plan. These tables demonstrate that the 2018 RTP contributes to positive progress toward the attainment of state ambient air quality standards. These tables also demonstrate that the 2018 RTP is consistent with the SJVAPCD plans, including their regulations and incentives relative to motor vehicle emissions budgets.

Emissions for criteria pollutants as a result of mobile sources from implementation of the 2018 RTP/SCS were quantified for the Year 2014 and the Year 2042 with the Project. The emissions shown in Table 3-28 of the PEIR account for all mobile sources within Fresno County. Results of the analysis show that emissions for criteria pollutants for the Year 2042 with the Project scenario will be less than the Year 2014 scenario despite recording higher VMT. Emissions for ROG, CO, and NOX exhibit a substantial reduction of more than 50%. Emissions reductions for $PM_{2.5}$ are 28% when compared to the Year 2014 Scenario. PM_{10} emission reductions were determined to be minimal.

The project will result in beneficial effects of system-wide improvement in traffic flows and reduced congestion, which would reduce the potential for increased air emissions. The SJVAPCD ozone, $PM_{2.5}$ and PM_{10} plans all document the SJVAPCD's plans to achieve the State ambient air quality standards, and as such, compliance with the regulations and incentives contained in the SJVAPCD plans results in compliance with the State ambient air quality standards. Based on the air quality analysis, the 2018 RTP conforms to the applicable SIPs and demonstrates progress toward attainment with the state ambient air quality standards for PM_{10}, $PM_{2.5}$ and Ozone. As a result, implementation of the 2018 RTP would result in a less than significant impact to PM_{10}, $PM_{2.5}$, and Ozone and wouldn't impede the above

referenced plans and regulations. Impacts are therefore less than significant. (Draft PEIR, pp. 3-88 -3-98.)

Impact AQ 3.4.3 – Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, p. 3-101.)

Rationale

Fresno County is nonattainment for Ozone (1 hour-State and 8 hour-Federal) and PM_{10} (State) and $PM_{2.5}$ (Federal and State). The project will result in beneficial effects of system-wide improvement in traffic flows and reduced congestion, which would reduce the potential for increased air emissions. The SJVAPCD 2016 and 2013 Ozone Plan, 2007 PM_{10} Maintenance Plan, and the 2012 $PM_{2.5}$ Plan all document the SJVAPCD's plans to achieve the State ambient air quality standards, and as such, compliance with the regulations and incentives contained in the SJVAPCD plans results in compliance with the State ambient air quality standards. Based on the air quality analysis, the 2018 RTP conforms to the applicable SJVAPCD plans (2016 and 2013 Ozone Plan, 2007 PM_{10} Maintenance Plan, and the 2012 $PM_{2.5}$ Plan) and demonstrates progress toward attainment with the State ambient air quality standards for PM_{10}, $PM_{2.5}$ and Ozone. As a result, implementation of the 2018 RTP would result in a less than significant impact to PM_{10}, $PM_{2.5}$, and Ozone. While the 2018 RTP does contribute to an ongoing violation, it does not impede the above referenced plans and regulations. (Draft PEIR, p. 3-101.)

A.4-B HYDROLOGY AND WATER RESOURCES

Impact HW 3.11.10 – Inundation by seiche, tsunami, or mudflow.

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, p. 3-337.)

Rationale

Fresno County is outside of the areas of California at risk for tsunamis, as mapped by the California Department of Conservation, so impacts from tsunamis are not analyzed. The 2018 RTP/SCS would have no impact on inundation by tsunamis. Large enclosed or partially enclosed water bodies are susceptible to seiche. Seiche can be caused by several factors including tsunami, earthquake, and wind. No state or federal regulations exist related to seiches. Given the absence of tsunamis and low level of earthquake risk in Fresno County, there is a low probability of seiche occurrence in the plan area. While the probability of seiches remain low, the impact of the 2018 RTP/SCS is less than significant. Any development constructed adjacent to unstable slopes would be susceptible to mudflows. Current state and local design standards require slope stabilization that would reduce the possibility for mudflows. When water rapidly accumulates in the ground, during heavy rainfall or rapid snowmelt, mudflows can develop. No state or federal mapping of mudflows exists. At the program-level, the 2018 RTP/SCS would not significantly increase the exposure of people and structures to seiche, tsunami or mudflow. Therefore, the land use and transportation impacts associated with implementation of the RTP/SCS at the regional level are considered less than significant. No mitigation is required. (Draft PEIR, p. 3-337.)

A.4-C SOCIAL AND ECONOMIC EFFECTS

Impact SE 3.16.1 – Construction impacts on minority and low-income populations.

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, pp. 3-477 – 3-478.)

Rationale

The Project will have a significant impact if the short-term construction and/or long-term operations of the proposed improvement and future land use development projects will result in disproportionately high and adverse human health or environmental effects on a minority and/or low-income population.

As defined by the "Final Guidance for Incorporating Environmental Justice Concerns," contained in the Guidance Document of the United States Environmental Protection Agency's NEPA Compliance Analysis (EPA 1998), minority (people of color) and low-income populations are identified where either:

- ✓ The minority or low-income population of the affected area is greater than 50 percent of the affected
  area's general population; or
- ✓ The minority or low-income population percentage of the affected area is meaningfully greater (50 percent or greater per EPA Guidance Document) than the minority population percentage in the general population of the jurisdiction or other appropriate unit of geographic analysis (i.e., County or Native American Reservation) where the affected area is located.
- ✓ In 1997, the President's Council on Environmental Quality issued Environmental Justice Guidance (CEQ 1997, available at http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf) that defines minority and low-income populations as follows:
- ✓ "Minorities" are individuals who are members of the following population groups: American Indian or
- ✓ Alaskan Native; Asian or Pacific Islander; Black not of Hispanic origin; or Hispanic (without double-counting non-white Hispanics falling into the Black/African-American, Asian/Pacific Islander, and Native American categories).
- ✓ "Low-income populations" are identified as populations with mean annual incomes below the annual
  statistical poverty level.

Construction of some improvement projects will be located in areas of minority and low-income populations. The improvement and future land use development projects may have direct, short-term impacts on surrounding communities related to construction, including noise, air quality, and traffic. However, none of these projects are expected to have a disproportionate impact on minority or low-income communities. The Project is designed to serve the entire population of the County, and the transportation and future land use development projects are dispersed throughout the region.

While many of the transportation and future land use development projects are located in urban areas where a higher proportion of low-income and minority communities are, more existing transportation routes and facilities are located in those areas. Since more of the existing facilities are located in those areas, more major improvements to address existing deficiencies and accommodate projected population growth are also needed in those areas. Furthermore, Fresno COG works with cities, counties, and other implementing agencies to encourage improvement projects that serve those communities with the greatest transit needs, such as low-income or minority communities in urban core areas. The location, design, and alignment of transportation facilities and routes are planned to reduce potential impacts to the extent feasible, and to ensure that if impacts occur, these impacts do not disproportionately affect low-income or minority populations.

Numerous construction sites of individual improvement and future land use development projects throughout the region may experience short-term noise, air quality, and traffic impacts. Mitigation

measures related to air quality, land use planning and recreation, and population, housing and employment have been identified to minimize potential impacts and protect the sensitive uses that may be located near the individual improvement and future land use development project sites, including low-income and minority communities. It is not anticipated that minority and low-income communities would be disproportionately and adversely affected. As a result, short-term impacts are considered less-than-significant.

The Population and Housing section of the PEIR identified potential construction impacts resulting from implementation of the Project that would remain significant and unavoidable after mitigation due to the potential displacement or relocation of homes and businesses. That section also found that some of the transportation and future land use development projects have the potential to disrupt or divide a community by separating community facilities, restricting community access and eliminating community amenities. In addition, the Land Use section of the PEIR identified potential impacts to sensitive receptors including residences, educational facilities, medical facilities, and places of worship that would remain significant and unavoidable after mitigation. It is not anticipated however, that minority and low-income communities would be disproportionately and adversely affected, as compared to other communities. As a result, long-term impacts are considered less-than-significant. (Draft PEIR, pp. 3-476 – 3-478.)

Impact SE 3.16.2 – Operational impacts on low-income and minority populations.

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, pp. 3-478 – 3-479.)

Rationale

The operation of some of the improvement and future land use development projects will occur in areas of low-income and minority populations. The improvement and future land use development projects are designed specifically to improve transit accessibility, address existing deficiencies including congestion, and accommodate projected population growth to the extent feasible within the existing funding constraints. The improvement projects are located throughout the region and are not disproportionately concentrated in low-income or minority areas. (There are more transportation improvements and future land use development projects planned for urban areas). This is because

more transportation facilities and services are located in those areas serving large concentrations of people. As a result, these facilities need improvements and maintenance to continue serving the rapidly growing urban populations.

The Project will improve the transportation system through a variety of projects. These improvements are intended to improve traffic flow and reduce congestion, and to address existing deficiencies associated with the projected population increases. A beneficial impact that will result from the Project is greater transit accessibility for low-income and minority residents. These improvements are particularly important for low-income and minority communities, as these groups typically rely on public transit to a much greater extent than communities with higher incomes. Improvements will also allow more people in the region to reduce their dependence on automobiles and will provide enhanced connections to employment and housing.

It is anticipated that the improvement projects will increase accessibility and address existing problems with the transportation network. The projects are not expected to disproportionately affect low-income communities in an adverse way, since these projects are dispersed throughout the region, and are designed to improve transportation facilities where they are needed most. As a result, this impact is considered less-than-significant. (Draft PEIR, pp. 3-478 – 3-479.)

A.4-D TRANSPORTATION/TRAFFIC

Impact TT 3.17.3 – Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Impact

Less than Significant.

Finding

The 2018 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required. (Draft PEIR, pp. 3-529 – 3-530.)

Rationale

The 2018 RTP/SCS will not directly result in changes in air traffic patterns; however, increased population forecast to occur by 2042 would likely result in increased air traffic. The Airport Land Use Commission (ALUC) of Fresno County establishes the policies on land uses around the airport, ensuring they are compatible with airport operations (which is done on an advisory basis). It also evaluates the

compatibility of proposed local agency land use policy actions with the relevant provisions within the associated Airport Land Use Compatibility Plan (ALUCP). The ALUC also reviews individual development projects to ensure they are within the noise and safety standards in accordance with state laws and the ALUCP within the review area of influence of the airport the project is located in. The ALUCPs provide the guidance intended to minimize the public's exposure to excessive noise and safety hazards, as well as ensure that the approaches to airports are kept clear of structures and other conflicts that could pose an aviation safety hazard.

The ALUC is also responsible for working collaboratively with the incorporated cities and Fresno County, developers, and the public at-large to ensure that consistency is maintained between the land use decision making process and the areas surrounding each of the public access airports. Implementation of the ALUCPs will avoid or mitigate safety risks associated with air traffic. Impacts are therefore less than significant. (Draft PEIR, pp. 3-529 – 3-530.)

A.5 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Fresno Council of Governments (Fresno COG) 2018 Regional Transportation Plan/Sustainable Communities Strategy ("2018 RTP/SCS," "Plan," or "Project") determined feasible mitigation measures have been identified that will avoid or substantially lessen potentially significant environmental impacts to a level of less than significant in relation to two thresholds of significance in two environmental resource categories related to the California Environmental Quality Act (CEQA):

A.5-A Biotic Resources (BR 3.5.6)
A.5-B Land Use and Planning and Recreation (LPR 3.12.3)

Fresno COG finds that some of these mitigation measures are the responsibility of Fresno COG, while others are the responsibility and jurisdiction of local agencies and other agencies. While Fresno COG has no authority to impose mitigation measures on local agencies and project sponsors, mitigation measures will be required by lead agencies at the project level if they identify potential impacts in the resource areas. To reduce impacts of the 2018 RTP/SCS, Fresno COG has identified project-level performance standards-based mitigation measures and finds that lead agencies can and should consider these measures or other comparable measures to reduce potential impacts, as applicable and feasible.

A.5-A BIOTIC RESOURCES

<u>Impact BR 3.5.6</u> - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

Impact

Less than Significant after Mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final PEIR.

Implementation and monitoring of Mitigation Measures **BR 3.5.6-1, BR 3.5.6-2,** and **BR 3.5.6-3** will provide the framework and direction to avoid or reduce conflicts with any HCPs, NCCPs, and other approved conservation plans. It is anticipated that the Projects presented in the RTP/SCS will be required to be in compliance with existing conservation plans, therefore the mitigation measures listed will be sufficient to ensure impacts remain below a significant level. (Draft PEIR, pp. 3-157 – 3-158.)

Rationale

The 2018 RTP/SCS is not expected to conflict significantly with Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCPs), or any other approved local, regional or state habitat conservation plan because all of the transportation projects covered would be required to comply with existing HCPs, NCCPs, and other approved conservation plans. The RTP/SCS includes regional policies that could impact growth throughout the region. The analysis in the PEIR considers gross regional impacts of the land development and transportation investments described in the RTP/SCS. The cumulative impacts on the biotic resources in Fresno County resulting from the Projects presented in the RTP/SCS include fragmentation of existing habitats and incremental impaction on biological resources requiring consideration of mitigation measures.

The specific conflictions with existing HCPs, NCCPs, and other approved habitat conservation plans will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). The responsibility to mitigate siltation impacts rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Implementation and monitoring of the mitigation measures referenced below will provide the framework and direction to avoid or reduce conflicts with any HCPs, NCCPs, and other approved conservation plans. It is anticipated that the Projects presented in the RTP/SCS will be required to be in compliance with existing conservation plans, therefore the mitigation measures listed will be sufficient to ensure impacts remain below a significant level. (Draft PEIR, pp. 3-157 – 3-158.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.6-1** Consult with federal, state, and/or local agencies that handle administration of HCPs and NCCPs.

- ✓ **BR 3.5.6-2** When feasible, the project will be designed in such a way that lands preserved under HCPs or NCCPs are avoided.

- ✓ **BR 3.5.6-3** Sufficient conservation measures to fulfil the HCPs or NCCPs requirements be taken when avoidance is determined to be infeasible.

A.5-B LAND USE AND PLANNING AND RECREATION

Impact LPR 3.12.3 - Conflict with any applicable habitat conservation plan or natural community conservation plan.

Impact:

Less than Significant after Mitigation.

Finding:

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final PEIR.

Implementation and monitoring of Mitigation Measures **LPR 3.12.3-1, LPR 3.12.3-2,** and **LPR 3.12.3-3** will provide the framework and direction to avoid or reduce conflicts with any HCPs, NCCPs, and other approved conservation plans. It is anticipated that the Projects presented in the RTP/SCS will be required to be in compliance with existing conservation plans, therefore the mitigation measures listed will be sufficient to ensure impacts remain below a significant level. (Draft PEIR, p. 3-362.)

Rationale:

The 2018 RTP/SCS is not expected to conflict significantly with Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCPs), or any other approved local, regional or state habitat conservation plan because all transportation projects would be required to comply with existing HCPs, NCCPs, and other approved conservation plans.

The specific conflictions with existing HCPs, NCCPs, and other approved habitat conservation plans will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Implementation and monitoring of the mitigation measures noted below will provide the framework and direction to avoid or reduce conflicts with any HCPs, NCCPs, and other approved conservation plans. It is anticipated that the Projects presented in the RTP/SCS will be required to be in compliance with existing conservation plans, therefore the mitigation measures listed will be sufficient to ensure impacts remain below a significant level. (Draft PEIR, p. 3-362.)

Project-Level Mitigation Measures

- ✓ **LPR 3.12.3-1** Consult with federal, state, and/or local agencies that handle administration of HCPs and NCCPs.

- ✓ **LPR 3.12.3-2** When feasible, the project will be designed in such a way that lands preserved under HCPs or NCCPs are avoided.

- ✓ **LPR 3.12.3-3** Sufficient conservation measures to fulfil the HCPs or NCCPs requirements be taken when avoidance is determined to be infeasible.

A.6 FINDINGS REGARDING SIGNIFICANT UNAVOIDABLE IMPACTS THAT CONNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Fresno Council of Governments (Fresno COG) 2018 Regional Transportation Plan/Sustainable Communities Strategy ("2018 RTP/SCS," "Plan," or "Project") determined that the Plan has the potential to result in significant and unavoidable impacts in relation to 75 thresholds of significance in 15 environmental resource categories related to the California Environmental Quality Act (CEQA), and a Statement of Overriding Considerations is therefore included as Section A.15 of this Exhibit:

A.6-A Aesthetics (AE 3.2.1, 3.2.2, 3.2.3, 3.2.4)
A.6-B Agricultural Resources (AG 3.3.1, 3.3.2, 3.3.3, 3.3.4, 3.3.5)
A.6-C Air Quality (AQ 3.4.2, 3.4.4, 3.4.5)
A.6-D Biotic Resources (BR 3.5.1, 3.5.2, 3.5.3, 3.5.4, 3.5.5)
A.6-E Climate Change (CC 3.6.1, 3.6.2)
A.6-F Cultural and Tribal Resources (CTR 3.7.1, 3.7.2, 3.7.3, 3.7.4, 3.7.5)

A.6-G Energy and Energy Conservation (EN 3.8.1)
A.6-H Geology/Soils/Mineral Resources (GSM 3.9.1, 3.9.2, 3.9.3, 3.9.4, 3.9.5, 3.9.6, 3.9.7)
A.6-I Hazards and Hazardous Materials (HM 3.10.1., 3.10.2, 3.10.3, 3.10.4, 3.10.5, 3.10.6, 3.10.7, 3.10.8)
A.6-J Hydrology and Water Resources (W 3.11.1, 3.11.2, 3.11.3, 3.11.4, 3.11.5, 3.11.6, 3.11.7, 3.11.8, 3.11.9)
A.6-K Land Use and Planning and Recreation (LPR 3.12.1, 3.12.2, 3.12.4, 3.12.5)
A.6-L Noise (N 3.13.1, 3.13.2, 3.13.3, 3.13.4, 3.13.5, 3.13.6)
A.6-M Population, Housing, and Employment (PHE 3.14.1, 3.14.2, 3.14.3)
A.6-N Public Utilities, Other Utilities, and Services Systems (PU 3.15.1, 3.15.2, 3.15.3, 3.15.4, 3.15.5, 3.15.6, 3.15.7, 3.15.8)
A.6-O Transportation/Traffic (TT 3.17.1, 3.17.2, 3.17.4, 3.17.5, 3.17.6)

Fresno COG finds that some of these mitigation measures are the responsibility of Fresno COG, while others are the responsibility and jurisdiction of local agencies and other agencies. While Fresno COG has no authority to impose mitigation measures on local agencies and project sponsors, mitigation measures will be required by lead agencies at the project level if they identify potential impacts in the resource areas. To reduce impacts of the 2018 RTP/SCS, Fresno COG has identified project-level performance standards-based mitigation measures and finds that lead agencies can and should consider these measures or other comparable measures to reduce potential impacts, as applicable and feasible.

A.6-A AESTHETICS

<u>Impact AE 3.2.1</u> - Have a substantial adverse effect on a scenic vista.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AE 3.2.1-1** and **AE 3.2.1-2** will provide the framework and direction to avoid or reduce the significant aesthetic impacts identified, it is probable that such impacts could remain significant and unavoidable after mitigation. (Draft PEIR, pp. 3-14 -3-15.)

Rationale

Construction and implementation of individual transportation improvement projects and future land use development projects could potentially impede, or block views of scenic resources as seen from the transportation facility or from the surrounding area. This could be a potentially significant impact. Construction of new facilities or development of previously undisturbed sites for transportation improvements or future land use development could potentially block or impede views of scenic resources in a given area. For example, construction of highways or new residential areas could block or impede views of area mountains such as the Sierra Nevada Mountain Range and other scenic resources. Grade separated facilities could block or impede views of surrounding scenic resources during and after construction. Moreover, the elevation and scale of the proposed grade separated facilities or high-rise development could be visually intrusive to surrounding areas (depending on the degree of visibility of the transportation facility).

Construction of transportation facilities that involve modifications like widening or upgrading existing roadways would involve lesser changes to the visual environment. These "modification projects" would most likely occur within existing roadway facilities and/or could require acquisition of rights-of-way property. However, such changes may not block or impede views of scenic resources to a greater extent than at present. Implementation of the proposed RTP/SCS will result in more compact development than existing conditions. By developing more compactly, the RTP/SCS directs more growth to the areas that are already urbanized and potentially lessens the amount of undeveloped land or lands with aesthetic resources from being converted or lost to urban uses. Focusing growth in areas that are already developed limits the amount of growth that takes place at the urban edge, adjacent to aesthetic resources.

The specific impacts on obstruction of views will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-14 -3-15.)

Project-Level Mitigation Measures

- ✓ **AE 3.2.1-1** Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.

- ✓ **AE 3.2.1-2** To the extent feasible, noise barriers that will not degrade or obstruct a scenic view will be constructed. Noise barriers will be well landscaped, complement the natural landscape and be graffiti-resistant.

Impact AE 3.2.2 - Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AE 3.2.2-1** and **AE 3.2.2-2** will provide the framework and direction to avoid or reduce the significant scenic resources impacts identified, it is probable that such impacts could remain significant and unavoidable.

Rationale

Some of the proposed projects in the RTP include countywide improvements to highways, arterials and transit systems. These improvements could potentially fall within a designated eligible state scenic highway. SR 180 is the one (1) designated scenic highway in Fresno County. The highways eligible for designation as a state scenic highway are referenced in Figure 3-1 of the Draft PEIR, Section 3.2.

The specific impacts on altered appearance of scenic resources will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation

agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-16 -3-17.)

Project-Level Mitigation Measures

- ✓ **AE 3.2.2-1** Avoid construction of transportation facilities and new development in state and locally designated scenic highways and vista points.

- ✓ **AE 3.2.2-2** If transportation facilities and new development are constructed in state and locally designated scenic highways and/or vista points, design, construction, and/or operation of the transportation facility or new development will be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

Impact AE 3.2.3 - Substantially degrade the existing visual character or quality of the site and its surroundings.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AE 3.2.3-1, AE 3.2.3-2, AE 3.2.3-3,** and **AE 3.2.2-4** will provide the framework and direction to avoid or reduce the significant visual resources impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-17 -3-19.)

Rationale

Construction and implementation of improvement projects or new development could create significant contrasts with the overall visual character of the existing landscape setting. This could be a potentially significant impact. There is an extraordinary range of urban characteristics and urban-natural environmental contrasts throughout the proposed RTP Project area. Given the size and diversity of the region, there are no standards that apply to all areas. Therefore, local planning guidelines regarding visual quality of urban areas must be researched and adhered to. A component of the urban environment is the transportation infrastructure and areas designated for new development by local general plans. Many roads have been built throughout the region, which connect urban concentrations with natural areas found in the rural area. Transportation systems have a major effect on the visual environment. As most vehicular movement occurs along transportation corridors, their placement largely determines what parts of the region will be seen. Arterials and freeways comprise a major component of the existing visual environment in the region. In addition, new land use development consistent with the SCS could impact visual resources by obstructing existing view sheds.

Development of previously undeveloped sites could result in impacts to visual resources. Construction of a new transportation system or new land use development could result in land use changes that could also result in impacts to visual resources. For example, the extension of a highway through an urban area could require some acquisition of residential, commercial or industrial property, thereby changing the land use, and consequently, visual quality of the given area. "Modification projects" that involve the widening or upgrading of existing roadways can be designed to complement the existing system, and therefore, would involve lesser changes to the visual character of the existing landscape setting. Therefore, impacts from "modification projects" would be less-than-significant.

The specific impacts on development of previously undeveloped sites with visual qualities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-17 – 3-19.)

Project-Level Mitigation Measures

- ✓ **AE 3.2.3-1** Where appropriate, encourage the development of design guidelines for each type of transportation facility and land use that make elements of proposed projects visually compatible with surrounding areas. Visual guidelines will, at a minimum, include setback buffers, landscaping,

color, texture, signage, and lighting criteria. The following methods will be employed whenever possible:

- Transportation systems and new development will be designed in a manner where the surrounding landscape dominates.
- Transportation systems and new development will be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- If exotic vegetation is used, it will be used as screening and landscaping that blends in and complements the natural landscape.
- Trees bordering highways will remain or be replaced so that clear cutting is not evident.
- Grading will blend with the adjacent landforms and topography.

✓ **AE 3.2.3-2** Project implementation agencies should design transportation and new development projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies should design projects to minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. To the maximum extent feasible, landscaping along highway corridors should be designed to add significant natural elements and visual interest to soften the hard-edged, linear travel experience that would otherwise occur.

✓ **AE 3.2.3-3** Project implementation agencies should use natural landscaping to minimize contrasts between the Project (RTP/SCS) and surrounding areas. Wherever possible, interchanges and transit lines should be designed at the grade of the surrounding land to limit view blockage. Edges of major cut-and-fill slopes should be contoured to provide a more natural looking finished profile. Project implementation agencies should replace and renew landscaping to the greatest extent possible along corridors with road widenings, interchange projects, and related improvements. New corridor landscaping should be designed to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas.

✓ **AE 3.2.3-4** Project implementation agencies should construct sound walls of materials whose color and texture complements the surrounding landscape and development and to the maximum extent feasible, use color, texture, and alternating facades to “break up” large facades and provide visual interest. Where there is room, project sponsors should landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

<u>Impact AE 3.2.4</u> - Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **AE 3.2.4-1** will provide the framework and direction to avoid or reduce the significant new light and glare impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-20 – 3-21.)

Rationale

Construction and implementation of individual transportation and land use development projects could potentially create a new source of substantial light or glare that would affect day or nighttime views of scenic resources as seen from the transportation facility or from the surrounding area. This could be a potentially significant impact. There is an extraordinary range of urban characteristics and urban-natural environmental contrasts throughout the proposed Project area. Given the size and diversity of the region, there are no standards that apply to all areas. Therefore, local planning guidelines regarding visual quality of urban areas must be researched and adhered to. Urban areas, due to numerous buildings in a concentrated space, experience significant light from all light source categories. Fresno County includes large, medium, and small sized cities, and vast rural areas that are either located in the Valley region or are mountainous. The rural areas are primarily used for agricultural purposes. In smaller communities and in rural areas of the County, where urban development is less dense, light and glare impacts are not as frequent.

The specific impacts on new sources of light and glare will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction.

Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-20- 3-21.)

Project-Level Mitigation Measures

- ✓ **AE 3.2.4-1** Where appropriate, encourage the development of design guidelines for each type of transportation facility and land use development that make light elements of proposed facilities visually compatible with surrounding areas. The following methods will be employed whenever possible:
  - Transportation systems and new development areas will be designed in a manner where the surrounding landscape dominates.
  - Transportation systems and new development areas will be developed to be compatible with the surrounding environment.
  - Lighting devices will be employed such as downward facing light, light shields, and amber lumens.

A.6-B AGRICULTURE AND FORESTRY RESOURCES

Impact AG 3.3.1 - Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AG 3.3.1-1, AG 3.3.1-2, AG 3.3.1-3,** and **AG 3.3.1-4** will provide the framework and direction to avoid or reduce the significant impacts

identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-35 – 3-41.)

Rationale

Strategies aimed at addressing transportation needs and future growth patterns were considered during development of the proposed RTP/SCS. The RTP promotes a preferred land use scenario and alternative transportation system to the automobile through enhanced funding for transit and other alternative modes of transportation such as bicycle facilities, trails, airport improvements, and others. Implementation of strategies proposed in the RTP/SCS could result in positive changes to land uses and reduced impacts on important farmland or Forest/Timber Lands. Reducing the footprint of new development as reflected in the 2018 RTP/SCS protects farmland, Williamson Act contract land, forest/timber land, and other open space lands in the Fresno region.

Figure 3-4 of the Draft PEIR depicts the encroachment of important farmland region-wide resulting from the preferred RTP/SCS or the Project by 2035, which provides 3,833 acres of prime farmland will be converted by transportation and new land use development projects. In addition, 810 acres of agricultural lands of statewide importance will be impacted or converted by new development and transportation improvements. Another 967 acres of unique farmland will be converted by the RTP/SCS. Finally, 5,018 acres of agricultural lands of local importance will be converted. Approximately 967 acres of grazing land will also be affected by the Project. These figures include total land consumption both outside of, and within, the existing spheres of influence of the local agencies. While CEQA requires all agricultural land consumption to be analyzed, SB 375 only requires Fresno COG to assess the amount of important farmland consumed by or converted to urban uses outside of the recorded-year 2014 spheres of influence of each of the local jurisdictions or agencies with the County (for total farmland consumed, including lands within existing spheres of influence. Future land use proposed in the SCS will encroach on 38.2 acres of Important Farmland as defined by SB 375.

In addition, the RTP/SCS would convert an estimated 55.7 acres of grazing land and 94.1 acres of farmland of local importance bringing the total farmland conversion to 188 acres, or 1.4% of the total land consumed for new growth between 2014 and 2035. Important farmland affected by the SCS is therefore fairly slight when acreage converted or consumed by new growth and development within the spheres of influence is removed from the total consumed or converted to other land uses throughout the region. Referencing PEIR Table 3-4, future land use proposed in the SCS including that land located within the spheres of influence (for amounts identified per SB 375, which does not include lands within existing spheres of influence, please reference PEIR Table 3-3) will encroach on 4,905 acres of Important Farmland as defined by CEQA.

Implementation of transportation improvements included in the RTP could influence land use patterns throughout the region as shown in the SCS and result in the conversion of important agricultural lands

(reference Table 3-4 and Figures 3-4 and 3-5 of the Draft PEIR). Land use and transportation policies are emphasized in the RTP in order to address automobile traffic and air quality concerns. Growth patterns that promote alternatives to the automobile by creating mixed-use developments, which would include residences, shops, parks, and civic institutions, linked to pedestrian-and-bicycle friendly public transportation centers, are also discussed in the RTP/SCS. Implementation of enhanced alternative modes as provided by the RTP could result in more balanced land use conditions throughout the region, as the mixed-use developments would result in a concentration of jobs and residences in close proximity to one another. This would could result in the reduction of the footprint of new development as reflected in the 2018 RTP/SCS; thereby protecting farmland, Williamson Act contract land, forest/timber land, and other open space lands in the Fresno region.

Growth allocations and transportation improvement projects included in the 2018 RTP/SCS are primarily located in the Valley areas of the Fresno region. While there are mountain communities within the forest and timber areas, the County's general, community and specific plans identify the extent of lands that are currently planned for future growth and development. Growth and development outside of those planned growth areas would not be consistent with the goals and policies of the Fresno County General Plan.

The specific impacts on conversion of important farmlands or forest/timber lands will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-35 – 3-41.)

Fresno COG Mitigation Measures

- ✓ **AG 3.3.1-1** As part of the RTP/SCS formulation process; and at the request of a collection of community-based organizations, following the selection of the preferred scenario, the Fresno COG Policy Board directed the Fresno COG Policy Advisory Committee (PAC) (which is comprised of the city managers and county administrator) to form a sub-committee to analyze, discuss and provide recommendation on possible policies aimed at preservation of agricultural, natural and working lands; sustainable planning and infrastructure programs; and needs assessment activities, for inclusion into the transportation planning process at Fresno COG. Working collaboratively with the community-based organizations, interested stakeholders and professional staff, this committee is currently on-going, and discussing the formulation of policy and program language to:

- Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects.
- Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.

Project-Level Mitigation Measures

✓ **AG 3.3.1-1** Based upon action of the Fresno COG Policy Board, Fresno COG shall:

- Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects.
- Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.

✓ **AG 3.3.1-2** Implementing agencies should encourage in-fill development, in place of development in rural and environmentally sensitive areas. Agencies should seek funding to prepare specific plans and related environmental documents to facilitate mixed-use development, and to allow these areas to serve as receiver sites for transfer of development rights away from environmentally sensitive lands and rural areas outside established urban growth boundaries.

✓ **AG 3.3.1-3** Implementing agencies should consider agricultural resource lands when considering project designs. Prior to the design approval of RTP/SCS projects, the implementing agency should assess the project area for agriculture and forestry resources and constraints. For federally funded projects, implementing and local agencies are required to follow the rules and regulations of Farmland Protection Policy Act including determining the impact by completing the Farmland Conversion Impact Rating form (AD-1006). For non-federally funded projects, implementing and local agencies should assess projects for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance), and if present, perform a Land Assessment and Site Evaluation (LESA).

✓ **AG 3.3.1-4** Implementing agencies should consider agriculture and forestry resources in all projects and seek to avoid or minimize the encroachment and/or impact on these areas. Agencies should consider measures such as, but not limited to, relocation or redesign of site features, reduction of the project footprint, or compensation and/or preservation activities to lessen the overall impact on resource lands. Prior to final approval of each individual transportation improvement project, the

implementing agency should consider inclusion into a conservation easement program or arrange for the enrollment of agricultural lands into the Williamson Act program.

Impact AG 3.3.2 - Conflict with existing zoning for agriculture use, or Williamson Act Contract.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AG 3.3.2-1, AG 3.3.2-2, AG 3.3.2-3,** and **AG 3.3.2-4** will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-41 – 3-42.)

Rationale

Transportation improvement projects and future land use development projects have the potential to impact agricultural uses zoned for agricultural uses noted in Tables 3-2 and 3-3 and Williamson Act contract lands noted in Table 3-4 and in Figures 3-3 and 3-5 of the Draft PEIR. The amount of agricultural zoned lands impacted by the 2018 RTP/SCS is not available but would be consistent with the lands quantified and reflected in Tables 3-2 through 3-4 of the Draft PEIR. The total amount of important farmland estimated to be consumed by the SCS is relatively small or 38.2 acres; however, when land consumed within the existing spheres of influence are also added to the total, a total of 3,941 acres could be potentially consumed by future land use development. The amount of Williamson Act contract lands that could potentially be impacted by the Project include 554 acres. The amount of important farmland or Williamson Act contract lands impacted by transportation improvement projects cannot be fully estimated since the actual design and extent of improvements for projects contained in the RTP/SCS is not known. As a result, development of the proposed Project could potentially result in the disturbance or loss of some of these designated areas. Specifically, new transportation and future

land use development projects involving construction would be most likely to result in impacts to these areas.

The specific impacts on conflict with existing zoning for agriculture use, or a Williamson Act contract will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-41 – 3-42.)

Project-Level Mitigation Measures

- ✓ **AG 3.3.2-1** Mitigation Measures referenced in Impact 3.3.1, above are also included by reference.

- ✓ **AG 3.3.2-2** Individual projects will be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.

- ✓ **AG 3.3.2-3** For projects in agricultural areas, project implementation agencies should contact the California Department of Conservation and the Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy.

- ✓ **AG 3.3.2-4** Prior to final approval of each individual improvement project, the implementing agency should avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.

Impact AG 3.3.3 - Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)
While implementation and monitoring of Mitigation Measures **AG 3.3.3-1, AG 3.3.3-2, and AG 3.3.3-3** will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-42 – 3-43.)

Rationale

Transportation improvement projects and future land use development projects have the potential to impact or conflict with existing zoning for or cause the rezoning of timberland and forest lands. The amount of timber or forest lands potentially impacted by or in conflict with existing zoning by the 2018 RTP/SCS is not available; however, significant rezoning of forest and timberland is not anticipated since the growth within rural areas of the County has been allocated to existing communities and cities in the rural areas consistent with adopted or draft general plans for the County of Fresno and each of the affected cities. The amount of forest/timber lands that could be potentially rezoned by transportation improvement projects cannot be fully estimated since the actual design and extent of improvements for projects contained in the RTP/SCS is not known. As a result, development of the proposed Project could potentially result in the rezoning of some of these designated areas.

The specific impacts to, or conflict with existing zoning related to timber or forest lands will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-42 – 3-43.)

Project-Level Mitigation Measures

- ✓ **AG 3.3.3-1** Mitigation Measures referenced in Impact 3.3.1, above are also included by reference.

- ✓ **AG 3.3.3-2** Individual projects will be consistent with federal, state, and local zoning policies that preserve timber or forest lands and support the economic viability of forest activities, as well as policies that provide compensation for property owners if preservation is not feasible.

- ✓ **AG 3.3.3-3** For projects in timber or forest areas, project implementation agencies should contact the California Department of Forestry and Fire Protection (CAL FIRE) and the U.S. Forest Service to identify the location of timber and forest lands to address applicable zoning regulations and processes.

Impact AG 3.3.4 - Result in the loss of forest land or conversion of forest land to non-forest use.
Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AG 3.3.4-1, AG 3.3.4-2, AG 3.3.4-3, and AG 3.3.4-4** will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-44 – 3-45.)

Rationale

Transportation improvement projects and future land use development projects have the potential to convert forest lands to non-forest uses. The amount of forest lands potentially impacted by the 2018 RTP/SCS is not available; however, significant loss or conversion of forest land is not anticipated since the growth within rural areas of the County has been allocated to existing communities and cities in the rural areas consistent with adopted or draft general plans for the County of Fresno and each of the affected cities. The amount of forest lands potentially impacted by transportation improvement projects cannot be fully estimated since the actual design and extent of improvements for projects contained in the RTP/SCS is not known. As a result, development of the proposed Project could potentially result in

the loss or conversion of forest lands. Specifically, new transportation and future land use development projects involving construction would be most likely to result in impacts to these areas.

The specific impacts related to the loss or conversion of forest lands to non-forest use will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-44 – 3-45.)

Project-Level Mitigation Measures

- ✓ **AG 3.3.4-1** Mitigation Measures referenced in Impact 3.3.1, above are also included by reference.

- ✓ **AG 3.3.4-2** Individual projects will be consistent with federal, state, and local policies that preserve forest lands and support the economic viability of forest activities, as well as policies that provide compensation for property owners if preservation is not feasible.

- ✓ **AG 3.3.4-3** For projects in forest areas, project implementation agencies should contact the California Department of Forestry and Fire Protection (CAL FIRE) and the U.S. Forest Service to identify the location of forest lands and address applicable regulations and processes.

- ✓ **AG 3.3.4-4** Prior to final approval of each individual improvement project, the implementing agency should avoid impacts forest lands.

Impact AG 3.3.5 - Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be,

adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)
While implementation and monitoring of Mitigation Measure **AG 3.3.5-1** will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-45 – 3-46.)

Rationale

Implementation of the proposed RTP/SCS will result in more compact development than existing conditions. By developing more compactly, the RTP/SCS directs more growth to the areas that are already urbanized and prevents undeveloped land from being converted to urban uses. Focusing growth in areas that are already developed limits the amount of growth that takes place at the urban edge, adjacent to agricultural areas. Implementation of the Project will result in the conversion of important farmland, lands under Williamson Act contracts, and timber and forest lands. Lands that remain agricultural or forest lands but are located near to lands that will be converted to urban uses, may feel pressure to develop, as nearby land values increase or as nuisances from urban development spread to agricultural or forest lands. As a result, indirect impacts to forest or agricultural lands from this development pressure are considered potentially significant.

The region will see numerous multi-modal transportation improvements implemented over the RTP/SCS planning period. While much of this transportation infrastructure will serve urban uses in urbanized areas of the region, it is likely that implementation of transportation improvements at the urban edge could increase urban traffic patterns on roads that serve urban development and agricultural and forest lands. Increased urban traffic on roads at the urban edge can lead to increased conflict between uses, which could result in the conversion of additional agricultural or forest lands. As noted above, the proposed RTP/SCS will result in more compact development than existing conditions. The RTP/SCS is designed to improve transportation options and increase capacity within urbanized areas. Enhanced transportation adjacent to forest or agricultural uses may improve opportunities by creating better access and increasing the viability of activities such as farm-to-market retail. However, owners of forest or agricultural lands nearest to urbanized areas may feel pressure to develop as transportation improvements within proximity of these lands are improved or implemented. Pressure may also increase as land uses surrounding these properties continue to urbanize. As a result, the impacts on forest or farmland related to transportation improvements from implementation of the proposed RTP/SCS are considered potentially significant.

The specific impacts regarding other changes to the existing environment will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed

individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Fresno COG will encourage the implementation of the mitigation measure below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-45 – 3-46.)

Project-Level Mitigation Measures

✓ **AG 3.3.5-1** Reference the mitigation measures reflected in Impacts 3.3.1 through 3.3.5.

A.6-C AIR QUALITY

Impact AQ 3.4.2 - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **AQ 3.4.2-1** and **AQ 3.4.2-2** will provide the framework and direction to avoid or reduce construction impacts on air quality, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-98 – 3-101.)

Rationale

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Health risks associated with dust inhalation include lung cancer, silicosis, chronic obstructive

pulmonary disease, and asthma. Long-term exposure to dust is the main source to the health risks previously listed. The mitigation measures identified below are intended to minimize exposure to fugitive dust.

As individual transportation improvements are constructed, the activity at individual construction sites will involve grading and other earth-moving operations and the use of diesel and gasoline-powered construction equipment. These could generate exhaust emissions of carbon monoxide and nitrogen dioxide at the individual construction sites. Where asphalt is used, volatile organic compounds (VOC) could be released from asphalt when it is applied to the roadways' surfaces. If an individual construction site is located near existing homes or other sensitive receptors, such emissions could have the potential to result in significant short-term impacts at that particular location.

The SJVAPCD has developed thresholds of significance for individual construction projects as shown in Table 3-29 in the Draft PEIR. Project-level analysis conducted for CEQA purposes should estimate construction emissions for each individual improvement project based on the equipment used, vehicle miles traveled, and time allowed to complete the individual improvement project. Mitigation measures to reduce air quality impacts should be established in project-specific environmental documents. Some of the larger projects could have the potential to exceed the significance thresholds established by the District, creating significant short-term impacts. These impacts could occur in localized areas depending on the construction site locations, and could impact land uses, facilities and activities that may be occurring on these properties within vicinity of the projects requiring mitigation.

Since the Project proposes more highway and arterial projects than the No Project Alternative, short-term construction emissions could be greater. However, construction-related impacts are expected to be temporary in nature and can generally be reduced to a less than significant level through the use of mitigation measures and through compliance with applicable existing city, county, State, and District regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and will constitute sufficient measures to reduce air quality impacts to a level considered less-than significant. Individual projects shall be required to implement mitigation measures to reduce construction emissions as determined by the applicable analysis of such air quality project construction impacts.

The specific impacts on air quality will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Caltrans and local agencies will be responsible for construction related impacts associated with transportation projects, while local agencies are responsible for construction impacts associated with land use development. Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development

projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-98 – 3-101.)

Project-Level Mitigation Measures

- ✓ **AQ 3.4.2-1** Project implementation agencies will ensure implementation of mitigation measures to reduce PM and NOx emissions from construction sites, including:
  - Maintain on-site truck loading zones.
  - Configure on-site construction parking to minimize traffic interference and to ensure emergency vehicle access.
  - Provide temporary traffic control during all phases of construction activities to improve traffic flow.
  - Use best efforts to minimize truck idling to not more than two minutes during construction.
  - Apply non-toxic soil stabilizers (according to manufacturers' specifications) to all inactive construction areas.
  - During construction, replace ground cover in disturbed areas as quickly as possible.
  - During construction, enclose, cover, water twice daily or apply non-toxic soil binders (according to manufacturers' specifications) to exposed piles with 5 percent or greater silt content and to all unpaved parking or staging areas or unpaved road surfaces.
  - During the period of construction, install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
  - During the period of construction, assure that traffic speeds on all unpaved roads be reduced to 15 miles per hour (mph) or less.
  - Pave all construction access roads at least 100 feet on to the site from permanent roadways.
  - Cover all haul trucks.

- ✓ **AQ 3.4.2-2** Project implementation agencies will require that construction sites employ a balanced cut/fill ratio to the extent possible, thus reducing haul-truck trip emissions.

Impact AQ 3.4.4 - Expose sensitive receptors to substantial pollutant concentrations.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be,

adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **AQ 3.4.4-1** will provide the framework and direction to avoid or reduce health impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-101 – 3-120.)

Rationale

Based on monitoring results in Tables 3-30 through 3-39 of the Draft PEIR, toxic emissions are declining except for formaldehyde. To address this issue, a mitigation measure has been added to address project level impacts.

The maximum predicted lifetime excess cancer risk for the modeled sensitive receptor that produced the highest risk is shown in Table 3-49 of the Draft PEIR. As shown, the cancer risk values are above the significance threshold of 10 in one million for each segment with 50,000 ADT or more assuming that the highest truck percentage applies to the entire corridor with the exception of SR 41. So, for corridors with segments greater than 25,000 ADT and 10% truck traffic, the cancer risk may be present. For SR 99, which has the highest truck volumes and ADT in the County, the cancer risk may be present for corridor segments with even less than 50,000 ADT dependent upon the truck percentage along a particular corridor segment. Sensitive receptors located within 500 feet of freeway segments that have a greater than 25,000 ADT are potentially at risk, as well as those segments with high truck volumes that may have less than a 25,000 ADT.

The highest average daily trip (ADT) volumes from Caltrans' 2014 counts and the highest ADT projections from the Fresno COG model for the year 2042 (2018 RTP/SCS) for each of the corridors was used to determine the daily VMT for the SR 99 and I-5 corridors within Fresno County for the year 2014 and 2042. As all trucks are not diesel and do not emit diesel particulate, EMFAC2014 was utilized to determine the percentage of trucks that were diesel. EMFAC2014 emissions rates were then utilized to quantify diesel particulate running exhaust emissions on the SR 99 and I-5 corridor for the 2014 base year and the 2042 project. Table 3-50 of the Draft PEIR shows the results of the analysis. Results of the analysis show that PM_{10} emissions for the Project (2018 RTP/SCS - Scenario D) are anticipated to be less than the PM_{10} emissions for the 2014 Base Year despite the increase in average daily truck trips. Though average daily truck trips increase, diesel exhaust emissions are expected to decrease as new technologies become available.

The specific impacts on air quality will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-101 – 3-120.)

Project-Level Mitigation Measures

- ✓ **AQ 3.4.4-1** As air toxics research continues, implementing agencies should utilize the tools and techniques that are developed for assessing health outcomes as a result of lifetime MSAT exposure. The potential health risks posed by MSAT exposure should continue to be factored into project-level decision-making in the context of environmental review. Specifically, at the project level, implementing agencies shall require or perform air toxic risk assessments to determine mobile source air toxic impacts.

Impact AQ 3.4.5 - Create objectionable odors affecting a substantial number of people.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **AQ 3.4.5-1** will provide the framework and direction to avoid or reduce objectionable odor impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, p. 3-120.)

Rationale

Implementation of the RTP would not directly create or generate objectionable odors. Persons residing in the immediate vicinity of proposed transportation improvements and future land use developments may be subject to odors typically associated with roadway construction activities (diesel exhaust, hot asphalt, etc.), and odor-generating land uses. Any odors generated by construction activities would be minor and would be short and temporary in duration. However, objectionable odors generated by future land uses; especially land uses such as landfills, wastewater treatment plants, or industrial processing facilities, may occur. The specific impacts on air quality will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies

will ultimately be responsible for ensuring adherence to the mitigation measures identified. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, p. 3-120.)

Project-Level Mitigation Measures

- ✓ **AQ 3.4.5-1** Implementing agencies should require assessment of new and existing odor sources for transportation improvement projects and future land use development projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.

A.6-D BIOTIC RESOURCES

Impact BR 3.5.1 - Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **BR 3.5.1-1** through **BR 3.5.1-24** will provide the framework and direction to avoid or reduce the impacts to sensitive plant and wildlife species, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-147 – 3-150.)

Rationale

The RTP/SCS include projects that may result in direct impacts to plant and wildlife species that are identified in Table 3-44 of the Draft PEIR and Final PEIR, including rare, threatened and/or endangered species during construction and operation of the proposed transportation facilities and future land use developments through the removal or direct mortality as a result of construction equipment, operational traffic, etc. of native habitat. The Project may also result in indirect impacts to plant and wildlife species including rare, threatened and/or endangered species, during the construction and operation through edge effects such as noise, lighting and visual deterrents. Short-term and long-term indirect impacts on special-status species from the construction and operation of transportation facilities and other future land use facilities include edge effects such as noise and lighting. These impacts may be less-than-significant for improvement projects on already-existing transportation facilities or in already developed areas because the types of operational impacts although potentially increased, would remain the same. Noise impacts will be most adverse during construction. However, these impacts are temporary (1 to 5 years) in nature and are generally considered not significant.

The specific impacts on plant and wildlife species will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, lead agencies wanting to tier to this EIR for CEQA compliance on subsequent discretionary permits and approvals would be expected to include the mitigation measures referenced below (or a functional equivalent) as conditions of approval of their respective permits and approvals, as appropriate. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-147 – 3-150.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.1-1** Each proposed individual transportation improvement project and future land use development will consider the displacement of sensitive habitat, sensitive species, and non-native habitat.

- ✓ **BR 3.5.1-2** When avoidance of native vegetation removal is not possible, each transportation improvement project and future land use development shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e., as opposed to ornamental vegetation with relatively less habitat value).

- ✓ **BR 3.5.1-3** Focused sensitive plant and wildlife species and non-native habitat surveys will be conducted within suitable habitat to determine the distribution of sensitive species in an area broad enough to survey for all species that have the potential to traverse the project limits of each transportation improvement project and future land use development. Sensitive plant and non-native habitat surveys will be conducted during the appropriate flowering season for sensitive plant species. In all cases, impacts on special-status species and/or their habitat shall be avoided during construction to the extent feasible.

- ✓ **BR 3.5.1-4** If sensitive plant or wildlife species and non-native habitat are identified within the biological impact area, a Biological Resource Management Plan (BRMP) will be developed to address appropriate avoidance and minimization measures.

- ✓ **BR 3.5.1-5** Individual transportation improvement projects and future land use developments shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site. Environmental impacts associated with such off-site areas should be disclosed and mitigation measures identified to lessen potential impacts.

- ✓ **BR 3.5.1-6** Locations of sensitive species, sensitive habitat, and non-native habitat will be mapped and shown on construction drawings and identified as Environmentally Sensitive Areas (ESAs). Prior to construction, these areas will be flagged and/or fenced to prevent unnecessary impacts from machinery and foot traffic.

- ✓ **BR 3.5.1-7** Temporary access roads and staging areas will not be located within areas containing sensitive plant, sensitive wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species.

- ✓ **BR 3.5.1-8** Construction activities will be scheduled, as appropriate and feasible, to avoid sensitive times that have a greater likelihood to affect significant resources such as spawning periods for fish, nesting season for birds and/or the rainy season for riparian habitat and sediment/erosion control.

- ✓ **BR 3.5.1-9** Construction activities will be scheduled, as appropriate and feasible, to avoid sensitive times that have a greater likelihood to affect significant resources such as spawning periods for fish, nesting season for birds and/or the rainy season for riparian habitat and sediment/erosion control. Nesting or attempted nesting can be reasonably anticipated to occur between February 1st and September 30th of each year.

  Project implementation is encouraged to occur during the bird non-nesting season. However, if ground-disturbing activities must occur during the breeding season (February through mid-September), the project applicant is responsible for ensuring that implementation of the project

does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate project-related impacts on nesting birds, a qualified wildlife biologist should conduct pre-activity surveys for active nests no more than ten (10) days prior to the start of ground disturbance to maximize the probability that nests that could potentially be impacted are detected. Surveys should cover a sufficient area around the work site to identify nests and determine their status. A sufficient area means any area potentially affected by a project.

In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, a qualified biologist should conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, the qualified biologist should continuously monitor nests to detect behavioral changes resulting from the project. If behavioral changes occur, the work causing that change shall cease and CDFW consulted for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors should be established. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. A qualified wildlife biologist should advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

- ✓ **BR 3.5.1-10** A Worker Awareness Program (environmental education) shall be developed and implemented to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.

- ✓ **BR 3.5.1-11** An Environmental Inspector shall be appointed to serve as a contact for issues that may arise concerning implementation of mitigation measures, and to document and report on adherence to these measures.

- ✓ **BR 3.5.1-12** A qualified wetland scientist shall review construction drawings as part of each project-specific environmental analysis to determine whether wetlands will be impacted, and if necessary perform a formal wetland delineation. Appropriate State and federal permits shall be obtained, but each project EIR will contain language clearly stating the provisions of such permits, including

avoidance measures, restoration procedures, and in the case of permanent impacts compensatory creation or enhancement measures to ensure a no net loss of wetland extent or function and values.

- ✓ **BR 3.5.1-13** Sensitive habitats (native vegetative communities identified as rare and/or sensitive by the CDFW) and special-status plant species (including vernal pools) impacted by projects shall be restored and augmented, if impacts are temporary, at a 1.1:1 ratio (compensation acres to impacted acres). Permanent impacts shall be compensated for by creating or restoring habitats at a 3:1 ratio as close as possible to the site of the impact, or as determined through consultation with the applicable regulatory agencies.

- ✓ **BR 3.5.1-14** When work is conducted in identified sensitive habitat areas and/or areas of intact native vegetation, construction protocols shall be applied in consultation with CDFW.

- ✓ **BR 3.5.1-15** If specific project area trees are designated as "Landmark Trees" or "Heritage Trees", then approval for removals shall be obtained through the appropriate entity, and appropriate mitigation measures shall be developed at that time, to ensure that the trees are replaced. Due to the close proximity of these areas to sensitive wildlife habitats, all mitigation trees will use only locally-collected native species.

- ✓ **BR 3.5.1-16** The height, spacing, number and type of light fixtures will be selected and installed to minimize intrusive light escaping from the physical boundaries of the site.

- ✓ **BR 3.5.1-17** The height, spacing, number and type of light fixtures will be selected and installed to minimize intrusive light escaping from the physical boundaries of the site. In addition, road noise minimization using appropriate and effective noise reduction strategies or noise abatement applications shall be applied by implementing agencies as required to minimize highway noise.

- ✓ **BR 3.5.1-18** A qualified biologist shall conduct a habitat assessment, well in advance of implementation of individual subsequent projects, to determine if individual project areas or their immediate vicinity contain habitat suitable to support special-status plant or animal species, including, but not limited to, those mentioned above.

- ✓ **BR 3.5.1-19** It is recommended that the lead or responsible agency assess the presence/absence of special-status species by conducting surveys following recommended protocols or protocol-equivalent surveys.

- ✓ **BR 3.5.1-20** If special-status plant or animal species within or in the vicinity of tiered project areas are detected, consultation with CDFW to discuss how to implement ground-disturbing activities and avoid take shall be undertaken.

- ✓ **BR 3.5.1-21** In the case of the detection of State-listed species, consultation with CDFW shall be undertaken to discuss how to avoid take, or if avoidance is not feasible, to acquire an Incidental Take Permit (ITP) prior to ground-disturbing activities, pursuant to Fish and Game Code§ 2081 (b).

- ✓ **BR 3.5.1-22** Implementing agencies should consult with the USFWS on potential impacts to federally listed species implementing agencies should consult with the USFWS in order to comply with Federal Endangered Species Act (FESA) well in advance of any ground-disturbing activities. A take under FESA includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

- ✓ **BR 3.5.1-23** Implementing agencies are encouraged to report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB field survey form can be found at the following link:

  http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDB FieldSurveyForm.pdf.

  The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov.

  The types of information reported to CNDDB can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/plants and animals.asp.

- ✓ **BR 3.5.1-24** If it is determined that tiered projects have the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

Impact BR 3.5.2 - Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **BR 3.5.2-1** through **BR 3.5.2-9** will provide the framework and direction to avoid or reduce the impacts of sensitive habitats, including jurisdictional waters and wetlands, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-151 – 3-152.)

Rationale

Direct impacts to biological resources involve the temporary or permanent physical loss of vegetation communities, wildlife habitat, and special interest plant and wildlife species resulting from site preparation activities such as clearing, grubbing, and grading. Indirect impacts on vegetation communities include the potential for increased susceptibility of adjacent, native habitats to invasion by non-native plant species. The establishment of non-native vegetation leads to increased competition between native and non-native vegetation for available resources and results in decreased native species diversity in adjacent, native habitats. Fugitive dust created during project-related construction activities may settle on plants adjacent to the construction zone. This dust can at least temporarily result in reductions in plant photosynthesis, growth, and reproduction. The RTP/SCS include projects that may result in direct removal or degradation of riparian habitat or other sensitive natural communities during construction activities such as grading and grubbing.

The specific impacts on sensitive habitats, including jurisdictional waters and wetlands will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-151 – 3-152.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.2-1** When applicable to federally-funded projects, responsible and implementing agencies should commit to improved interagency coordination and integration of the National Environmental Policy Act (NEPA) and the Clean Water Act Section 404 procedures during three stages: transportation planning, project programming, and project implementation. Affected State and local agencies should commit to ensuring the earliest possible consideration of environmental concerns pertaining to U.S. water bodies, including wetlands, at each of the three stages identified above. In addition, the agencies should place a high priority on the avoidance of adverse impacts to waters of the U.S. and associated sensitive species, including threatened and endangered species. Implementation of NEPA-404 requirements will expedite construction of necessary transportation projects, with benefits to mobility and the economy at large. The process will also enable more street and highway projects to proceed on budget and on schedule. Finally, the process will improve cooperation and efficiency of governmental operations at all levels, thereby better serving the public.

- ✓ **BR 3.5.2-2** Construction and operational Best Management Practices (BMPs) will be identified, installed and maintained by implementing agencies in order to prevent silt and other pollutants from entering jurisdictional waters and wetlands thereby degrading or destroying wildlife and/or natural habitat. BMPs may include straw bales and/or mats, temporary sedimentation basins, silt fence, sand bag check dams, dry season construction, etc.

- ✓ **BR 3.5.2-3** Native soils in construction areas will be removed, stockpiled separately, and replaced by implementing agencies in those areas where onsite revegetation of the native habitat is planned.

- ✓ **BR 3.5.2-4** Any disturbed natural areas will be replanted by implementing agencies with appropriate native vegetation following the completion of construction activities.

- ✓ **BR 3.5.2-5** During the individual improvement or future land use development project design phase, impacts to jurisdictional waters and wetlands will be minimized by implementing agencies to the greatest extent feasible.

- ✓ **BR 3.5.2-6** Implementing agencies will obtain and comply with appropriate regulatory requirements prior to construction.

- ✓ **BR 3.5.2-7** It is recommended that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if individual project areas or their immediate vicinity support freshwater marsh, wetland, vernal pool, and/or riparian communities.

- ✓ **BR 3.5.2-8** Where applicable, it is recommended that a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on parcels slated for development. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code § 1602, differ.

  It is further recommended that the delineation identify both State and Federal wetlands on the Project site as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code § 2785 (g) defines wetlands; further§ 1600 et seq. applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any Project site evaluations.

- ✓ **BR 3.5.2-9** Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant Fish and Game Code §1600 et seq., therefore notification is recommended. Fish & Game Code §1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593.

Impact BR 3.5.3 - Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **BR 3.5.3-1** and **BR 3.5.3-2** will provide the framework and direction to avoid or reduce the siltation impacts, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-153 – 3-154.)

Rationale

The RTP/SCS transportation improvements and future land use developments could potentially result in discharge of dredged or fill material into waters of the United States. Therefore, transportation and future land use impacts related to discharge of dredged or fill material into waters of the United States are considered potentially significant.

The specific impacts on discharge of dredged or fill materials into waters of the United States will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-153 – 3-154.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.3-1** For Individual transportation and future land use development projects near water resources, implementing agencies shall prepare an aquatic resources delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Aquatic Resource Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" under "Jurisdiction" on the U.S. Army Corps of Engineers website (www.spk.usace.army.mil/missions/regulatry.aspx), and submit it to the U.S. Army Corps of Engineers, Regulatory Division, California South Branch, 1325 J Street, Room 1350, Sacramento, California 95814, for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

- ✓ **BR 3.5.3-2** For Individual transportation and future land use development projects near water resources, implementing agencies shall include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

Impact BR 3.5.4 - Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **BR 3.5.4-1** and **BR 3.5.4-2** will provide the framework and direction to avoid or reduce the impacts to temporary and permanent impacts to terrestrial and aquatic wildlife movement, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-154 – 3-155.)

Rationale

The RTP/SCS would result in temporary and permanent impacts to terrestrial and aquatic wildlife movement. The nature of transportation projects and future land use developments increases the potential extent and significance of impacts to wildlife movement. Transportation facilities pose barriers to wildlife crossings that may result in injury of death of wildlife attempting to traverse the facility. These barriers also result in fragmentation of natural habitat and increased impacts associated with edge effects from lighting, noise, human disturbance, exotic plant infestations, urban runoff, etc. Smaller fragments of habitat result in greater intensity of the edge effects. It is also important to

maintain connections between populations of wildlife so that interbreeding, and/or that young have no ability to disperse to suitable habitats, does not occur. Impacts to wildlife movement would be greater along entirely new transportation facilities or future land use developments than with improvements to existing facilities, because the existing facility has already formed a barrier.

The specific impacts on temporary and permanent impacts to terrestrial and aquatic wildlife movement will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. The mitigation measures would require implementing agencies responsible for review, design and implementation of transportation projects and future land use developments to avoid or mitigate impacts to wildlife movement. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. As appropriate, Fresno COG will encourage the implementation of the above-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-154 – 3-155.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.4-1** During final design, implementing agencies will design, construct, and maintain terrestrial wildlife crossings in order to minimize barrier effects and habitat fragmentation created by individual transportation projects and future land use developments.

- ✓ **BR 3.5.4-2** During final design, implementing agencies will design, construct, and maintain any structure/culvert placed within a stream where endangered or threatened fish occur/may occur. The structure/culvert will not constitute a barrier to upstream or downstream movement of aquatic life or cause an avoidance reaction by fish that impedes their upstream or downstream movement. This includes, but is not limited to, the supply of water at an appropriate depth for fish migration.

Impact BR 3.5.5 - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **BR 3.5.5-1, BR 3.5.5-2,** and **BR 3.5.5-3** will provide the framework and direction to avoid or reduce conflicts with any local policies or ordinances protecting biological resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-155 – 3-156.)

Rationale

The County and cities have local ordinances and policies in place that protect native trees as well as non-native trees in urban landscapes. These ordinances and policies have different definitions of protected trees (e.g., certain species, minimum diameter at breast height (dbh), trees that form riparian corridors). The RTP/ SCS transportation improvements and future land use developments could result in removal of trees that are protected by local policies or ordinances. In addition, implementation of the proposed Project may also conflict with other local policies or ordinances that protect locally significant biological resources. Therefore, transportation and future land use impacts related to conflicts with local policies or ordinances protecting biological resources are considered potentially significant.

The specific impacts related to conflicts with local ordinances and policies will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below, intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-155 – 3-156.)

Project-Level Mitigation Measures

- ✓ **BR 3.5.5-1** Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, protected trees or other locally protected biological resources. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation should be implemented when significance thresholds are exceeded. Mitigation should be

consistent with the requirements of CEQA and/or follow applicable plans promulgated to protect species/habitat.

- ✓ **BR 3.5.5-2** Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to protected trees and other locally protected resources where feasible, defined in section 15364 of the CEQA Guidelines.

- ✓ **BR 3.5.5-3** As part of project-level environmental review, implementing agencies will ensure that projects comply with the most recent general plans, policies, and ordinances, and conservation plans. Review of these documents and compliance with their requirements will be demonstrated in project-level environmental documentation. Review of these documents and compliance with their requirements should be demonstrated in project-level environmental documentation.

A.6-E CLIMATE CHANGE

Impact CC 3.6.1 - Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **CC 3.6.1-1** through **CC 3.6.1-21** will provide the framework and direction to avoid or reduce increased transportation GHG emissions on climate change, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-184 – 3-200.)

Rationale

The ultimate sources of increased transportation emissions in Fresno County are population and employment growth, which will increase with or without projects referenced in the 2018 RTP and land use allocation represented in the SCS. Fresno COG does not implement land use policy in Fresno County; rather, this is under the jurisdiction of the County and the various cities. Decisions about the place, pace, and scale of growth and development are reflected in the general plans and project approvals adopted by the local agencies. The 2018 RTP/SCS is designed to complement, rather than change, the plans adopted by the local agencies. Thus, the ultimate effect of the 2018 RTP/SCS on transportation emissions is not to increase the amount of travel per se, but rather to influence where and how travel occurs within and through the County.

Fresno COG's ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. The combustion of fossil fuels during vehicle operations is one of the primary sources of GHG emissions in California. GHG emissions also result from the carbon dioxide, methane, and nitrous oxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles. Historical and current global GHG emissions are known by the State and the global scientific community to be causing global climate change, and future increases in GHG emissions associated with the proposed RTP/SCS could exacerbate climate change and contribute to the significant adverse environmental effects described previously. Furthermore, increased GHG emissions associated with the proposed RTP/SCS could impact implementation of the State's mandatory requirement under AB 32 and SB 32 to reduce statewide GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030.

Fresno COG created four (4) scenarios with the assistance of the RTP Roundtable, an advisory committee that consists of member agencies staff, and representatives from transit agencies, Caltrans, the Air District, BIA, water agency, public health, social equity, environmental group, education, agriculture industry, and other public at large. Four alternative Scenarios were developed and evaluated by Fresno COG staff, reviewed by the Roundtable and the public at workshops. The Policy Board selected Scenario D as the preferred SCS scenario at the November 16th meeting. Although Alternative Scenarios A, B, and D meet the greenhouse gas emission reduction targets set by CARB, Scenario D represents a growth scenario that is both ambitious and achievable for the Fresno County region. The GHG emissions for 2020 and 2035 with Scenario D (Project) are between 5% (2020) and 10% (2035) lower than the GHG emissions level of 2005, exclusive of the savings expected from the Pavley GHG Vehicle Standards and the LCFS. As a result, the RTP would meet CARB per capita emission targets set pursuant to SB 375. Table 3-55 of the Draft PEIR also shows that VMT decreases on a per capita basis by 2% in 2020 and 7% in 2035.

CARB is in the process of updating the SB 375 targets, which will take effect in 2018, as required by the law. Executive Order B-30-15 and SB 32 established more aggressive statewide GHG emissions reduction

goals (40 percent below 1990 levels by 2030) than were in place when SB 375 targets were first set in 2010. CARB's Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets, dated February 2018, identifies a GHG reduction target of 6% for GHG emissions relative to 2005 for 2020 and 13% for 2035. The GHG emissions for 2020 and 2035 with Scenario D (Project) are projected to be between 11% (2020) and 17% (2035) lower than the GHG emissions level of 2005. The 2018 RTP/SCS would meet CARB per capita emission targets set pursuant to the Updated SB 375 reduction targets by achieving the 11% (2020) and 17% (2035) reductions.

A comparison was also made pertaining to GHG emissions resulting from the 2018 RTP/SCS and the base year (2014) of the plan. The GHG emissions resulting from the 2018 RTP/SCS would be considered significant if the 2018 RTP/SCS generated GHG emissions greater than the base year. Table 3-56 of the Draft PEIR includes the GHG emissions for the base year and 2042, which shows that emissions from transportation are expected to decrease by 4% by 2042.

Fresno County is estimated to grow in population by an estimated 389,084 persons between 2014 and 2042. Fresno COG has used the best available information to determine whether the 2018 RTP/SCS is consistent with the State's achievement of the AB 32 GHG emission reductions and addresses SB 375 mandates. Implementation of the mitigation measures described below will assist in the reduction of per capita VMT levels throughout Fresno County, which will assist in meeting the stated goals of AB 32 and requirements set forth in SB 375. The 2018 RTP/SCS has included numerous projects, action items, funding priorities, a land use allocation to support an active transportation system, and programs to develop and improve alternative modes of transportation throughout the County. Fresno COG will continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT.

Fresno COG responds to congestion through the investment in roadway capacity increasing measures once all reasonable non-capacity measures have been employed. The 2018 RTP/SCS includes approximately $1.18 billion available to transit and $506.7 million available to non-motorized (bicycle and pedestrian) projects.

The Fresno County Regional Blueprint has been prepared to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective. The completion of the Regional Blueprint served as a starting point for Fresno COG as they prepared the SCS in accordance with the requirements of SB 375. In developing the SCS, Fresno COG considered the Blueprint Regional Vision Statement, the Blueprint Guiding Principles, and the Blueprint Performance Measures & Indicators (PMIs) that were developed for the Regional Blueprint. In addition, they utilized the best available tools and techniques to develop an SCS strategy that contributes to the State's achievement of the AB 32 GHG emission reductions.

GHG emissions for 2020 and 2035 with the Project are between 5% (2020) and 10% (2035) lower than the GHG emissions level of 2005, as indicated above. As a result, the RTP would meet ARB per capita emission targets set pursuant to SB 375. Mitigation measures that are presented below help reduce GHG emissions even further to the extent feasible considering requirements set forth in AB 32 and requirements set forth in SB 375. Such measures will also assist in the promotion and implementation of Smart Growth and sustainable planning practices by the cities and the County consistent with the SCS.

The specific impacts on climate change will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. In addition, a number of mitigation measures are included in Section 3.4 of the Draft EIR to address criteria emissions.

Fresno COG Mitigation Measures

- ✓ **<u>CC 3.6.1-3</u> Fresno COG will continue to develop programs that further GHG Emission Reduction Efforts.**

  Fresno COG's Circuit Planner Program commenced in 2012 and the Circuit Engineer Program in 2015. The goal of the Circuit Planner and Circuit Engineer is to act as a liaison between Fresno COG and the 13 smaller cities (those with populations less than 50,000) within Fresno County to assist with integrating the Blueprint Smart Growth Principles into local planning processes, further the objectives of the SCS, and to assist with coordinating transportation project development between local agencies and Fresno COG. This position is not meant to supplant contract planners and engineers that local agencies are currently working with but rather complement those local planning arrangements.

  At the beginning of each program cycle, the Circuit Planner and Circuit Engineer conduct one-on-one meetings with each of the smaller cities' City Manager and/or planning and engineering staff to inform them of their services and identify their needs. Projects are evaluated and prioritized based on the need and relevancy to furthering the goals of the programs. The Circuit Planner and Circuit Engineer work down the list of identified projects throughout the program cycle, and additional projects may be submitted by agencies as they are identified.

  The Circuit Planner and Circuit Engineer address topics that include transportation and land use planning issues related to Blueprint and SCS integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach.

- ✓ **CC 3.6.1-4 Regional Sustainable Infrastructure Planning Grant Program.**

  The Regional Sustainable Infrastructure Planning Grant Program is one of the three SCS implementation programs directed by the Fresno COG Policy Board during the 2014 RTP/SCS adoption process. The grant specific objective is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives.

  https://www.fresnocog.org/project/fresno-cog-administered-grant-programs/

- ✓ **CC 3.6.1-5 Update and Maintain the Blueprint Toolkit.**

  The Fresno State Office of Community and Economic Development and Fresno COG, in conjunction with other key partners, shall maintain and update the Blueprint Toolkit (as part of the Blueprint and SCS implementation process) for local governments to use to take effective action to reduce greenhouse gas emissions over time. The toolkit will continue to incorporate recommendations by the workshop participants to identify which issues are important for the region and the tools and resources they would like to have available to reduce greenhouse emissions.

- ✓ **CC 3.6.1-6** Fresno COG shall continue to work closely with its member agencies to help them participate in the statewide Active Transportation Program (ATP), as well as develop a MPO-Level Active Transportation Program at Fresno COG through implementation of the Fresno COG Regional ATP and local Bicycle Master Plans and local ATPs.

- ✓ **CC 3.6.1-7** Fresno COG shall continue to be involved in California Climate Investment programs that use Cap-and-Trade funding to reduce greenhouse gas emissions, such as the Affordable Housing and Sustainable Communities Program and the Transformative Climate Communities Program.

- ✓ **CC 3.6.1-9 Off-Model Reduction Strategies.**

  Fresno COG will work with other affected and responsible agencies to implement the following strategies that are quantified "off-model":

  - Regional electric vehicle (EV) charging infrastructure programs.
  - Active transportation projects.
  - Vanpool program expansion.
  - Rideshare programs.

- Rule 9410 Employer Trip Reductions.
- ITS and other TSM projects.

✓ **CC 3.6.1-10 Valleywide Alternative Transit Study.**

Fresno COG is participating in the Valleywide Alternative Transit Study, commissioned through UC Davis. The Study identifies alternative transportation services, which focusses on shared mobility options and solutions to reduce travel from and to rural areas.

✓ **CC 3.6.1-11 Transportation Demand Management (TDM).**

Transportation Demand Management (TDM) refers to strategies aimed at providing alternatives to single-occupancy vehicle use for travel choice. TDM specifically targets the workforce, which generates the majority of peak-hour traffic. Education that attempts to persuade people to consider their transportation choices as a way of reducing single occupancy vehicle trips serves as one of TDM's central features. Transportation Demand Management strategies and alternative transportation modes include the following:

- Public Transit
- Rideshare Programs
- Carpooling
- Flexible Work Hours
- Vanpools
- Cycling or Walking
- Telecommuting
- Mixed Use Land Development

Fresno County, the cities, private businesses and governmental offices implement some of these programs on their own. Fresno COG also sponsors, through Measure C funding, a variety of transportation programs including, carpool and vanpool subsidies, rideshare programs and reduced senior fares for taxi rides.

Fresno County has been aggressively working to expand carpools within the region to reduce traffic congestion, improve air quality, conserve non-renewable energy sources and preserve road and highway infrastructure. For these reasons, community leaders felt it necessary to include funding for a Carpool Incentive Program within the extension expenditure plan for reauthorizing the Measure C ½ cent sales tax that was passed by voters in 2006. Fresno COG has also taken the opportunity to link potential carpoolers together by upgrading the Valleyrides.com website to allow residents the ability to find potential ride matches using more sophisticated technologies.

Measure C's Carpool Incentive Program began July 1, 2009. Participants who carpool or vanpool with at least one other person who is 18 years of age or older may submit carpool logs through the

Valleyrides.com website. Each log is entered into a monthly drawing for cash prizes and also qualifies in the annual Grand Prize Drawing Giveaway.

Program eligibility rules are as follows:

- Participants must travel in a carpool at least twice per week with at least one other person to work or school
- Participants must be at least 18 years of age and have a valid driver's License
- Participants must commute to or from Fresno County

Providing residents the opportunity to connect with potential carpool partners has also been a key element of the overall ridesharing program. Valleyrides.com combines all relevant ridesharing information for Fresno County. Most recently, COG staff has researched potential extensive upgrades, from the website's design, to the programming technology used to match carpoolers with one another. This upgrade will provide the best possible ridesharing resource for residents.

Fresno COG is a member of the California Vanpool Authority (CalVans), which provides vanpool service to a 16-county region through more than 600 active commuter and farmworker vanpools. Between July 2015 and June 2016, CalVans provided vehicles for 2.4 million passengers who collectively travelled more than 10.4 million miles, reducing single-occupancy vehicles miles traveled by 109 million. CalVans received $3 million in 2015/2016 for a vanpool expansion project from the Strategic Growth Council's Affordable Housing & Sustainable Communities program and is expected to see strong growth in future years.

✓ **<u>CC 3.6.1-12</u> Measure C Transit Oriented Development (TOD) Program.**

The Measure C TOD program was created to boost transit ridership and encourage transit supportive land use. The goal of the program is to provide a range of transportation options and support well-designed, higher-density housing and mixed uses near transit stations. In addition, the TOD program also strives to support livable, viable transit oriented healthy communities that promote walking, biking and the use of public transit and reduce private auto dependence. The projects funded through the TOD program reduce vehicle trips, improve air quality and provide access to active transportation through integrated transportation and land use planning.

There are three sub-programs under the TOD program:

1. *Capital Improvement Program*
   This program funds capital improvement projects that would increase location efficiency, boost transit ridership and encourage a rich mix of housing, shopping and transportation choices. Project evaluation criteria include nexus to transit oriented development, land use and

transportation characteristics, project design, parking, green building and affordable housing element.

2. *Planning Program*
   The Planning Program funds station area plans, transit corridor specific plans and specific plans that address parking and urban design guidelines in the transit-oriented areas. Project evaluation criteria include nexus to TOD, planning element, project impact, green building and affordable housing element.
3. *Housing In-fill Incentive Program*
   The Housing In-fill Incentive Program was designed to encourage higher-density housing with TOD characteristics. Project evaluation criteria include nexus to TOD, density, green building, affordable housing and project readiness.

The TOD program has granted more than $6 million to projects since its inception in 2011. The program is estimated to generate about $17 million in its 20-year life span, accruing average about $850,000 annually. The latest TOD Program Policies and Guidelines can be found at:

http://www.fresnocog.org/sites/default/files/publications/2017_TOD_Program_Policies_and_Guidelines-final.pdf

✓ **<u>CC 3.6.1-13</u> Short-Range Improvement Plan - *Air Quality Measures.***

The Short-Range Improvement Plan provides actions that will reduce air emissions between 2018 and 2022. As indicated in the needs assessment sections of the RTP/SCS, the majority of short-term measures improving air quality are related to system, demand, and control management strategies. Local governments, Fresno COG, and other regional, state, and federal agencies should take the following actions to facilitate the implementation of strategies necessary to ensure that air quality standards are met:

- Fresno COG will continue to consult and coordinate with the other seven Valley MPOs and the SJVAPCD in providing focused/unified transportation/air quality planning.
- Fresno COG and the SJVAPCD will continue to coordinate/consult in activities aimed at achieving both federal and California air quality standards
- Designated responsible governments and agencies will identify and consider Transportation Demand Measures and Transportation Control Measures during State Implementation Plan (SIP) development and carried out where appropriate.
- Fresno COG, in cooperation with the cities of Fresno and Clovis and Fresno County, will continue to evaluate the Fresno/Clovis Metropolitan Area circulation system. Planning efforts require closer evaluation of over-capacity traffic corridors and improved street and road system monitoring. This evaluation will be accomplished through focused corridor analysis, using those corridors identified in adopted local agencies' General Plans.

- Fresno COG, through ValleyRides.com, will encourage individuals and employers to increase average ridership per vehicle by matching those who are interested in carpooling or vanpooling based on home and work/school locations and schedules. Fresno COG will continue the already well-developed programs to incentivize participation.
- Fresno COG will continue to support the SJVAPCD's efforts to integrate appropriate policies and implementation measures identified in the Air Quality Guidelines for General Plans into local general plans.
- Fresno COG, Fresno County and its 15 cities will encourage land-use patterns that reduce automobile dependency, energy consumption and support transit and other alternative modes.
- Fresno COG will encourage local transit agencies to replace aging fleets with alternative-fueled buses.
- Fresno COG and local transit agencies will support greater funding flexibility for bus purchases to promote the most energy-efficient models.
- Fresno COG, in cooperation with Caltrans, will promote park-and-ride lots and parking management strategies where appropriate.
- Fresno COG, Caltrans, cities and the county support alternate fuel strategies to reduce petroleum fuels. Alternative fuel technology can have a significant impact on reducing petroleum-based fuel consumption.

✓ **CC 3.6.1-14 Rideshare Program.**

ValleyRides.com primarily assists two segments of the region it serves: employer worksites and individual commuters. Services include consultation, worksite program development, and carpool matching. Incentives are available to encourage commuters to leave their single-occupancy vehicle in exchange for a multiple-occupancy carpool or vanpool. These incentives are funded locally, through the Measure C sales tax initiative.

✓ **CC 3.6.1-16 Regional Electric Vehicle (EV) Charging Plan.**

Fresno COG has submitted an application for grant funding to prepare a coordinated regional plan to establish priorities for EV charging station locations.

✓ **CC 3.6.1-17 Plug-in Electric Vehicle Coordinating Council/Valley Takes Charge.**

Fresno COG participates in the San Joaquin Valley Regional Plug-in Electric Vehicle Coordinating Council (PEVCC), which in May 2014, published the Plug-in Vehicle Readiness Plan for the San Joaquin Valley. Please see link:
http://valleyair.org/grants/documents/pev/6-25-14/san_joaquin_valley_pev_readiness_plan.pdf

Also published was the Guide to Siting Optimal Locations for Public Charging Stations in the San Joaquin Valley. Pease see link:

http://valleyair.org/grants/documents/pev/6-25-14/san_joaquin_valley_siting_analysis.pdf.

Following work on the Plug-in Electric Vehicle Coordinating Council, the subsequent committee, the Valley takes Charge, formed to further regional acceptance and use of zero and near-zero emission vehicles.

✓ **CC 3.6.1-18 Climate Adaptation Plan Grant.**

Fresno COG has applied to Caltrans for a Climate Adaptation Planning Grant focused on an assessment of transportation network vulnerability.

✓ **CC 3.6.1-19 Affordable Housing and Sustainable Communities Program.**

The Affordable Housing and Sustainable Communities (AHSC) Program is administered by the California Strategic Growth Council (SGC) and provides grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Projects awarded AHSC funds link housing to employment centers and key destinations via low-carbon transportation options such as walking, biking, and transit, resulting in fewer vehicle miles traveled (VMT).

Fresno COG participates in the San Joaquin Valley AHSC Technical Assistance team, which is comprised of the eight San Joaquin Valley Metropolitan Planning Organizations, to provide no cost technical assistance to AHSC applicants. The Technical Assistance Program is essential to helping applicants with limited resources compete for AHSC funding.

✓ **CC 3.6.1-21 SCS implementation Program.**

Fresno COG has implemented its third Sustainable Infrastructure Planning Grant Program using $160,000 per year for two consecutive years using SB 1 proceeds. The grants will fund SCS supportive projects to further SCS goals. Fresno COG recently announced (February 2018) a Call for Projects.

Project-Level Mitigation Measures

- ✓ **<u>CC 3.6.1-1</u> Through Implementation of the Regional Blueprint and the RTP/SCS, and in coordination with implementation agencies, the following mitigation measures will result in reduced GHG emissions:**
  - Develop land use patterns, consistent with the 2018 RTP/SCS, which encourage people to walk, bicycle, or use public transit for a significant number of their daily trips.
    - Use comprehensive community plans and specific plans to ensure development is consistent and well connected by alternative transportation modes.
    - Adopt transit-oriented or pedestrian-oriented design strategies and select areas appropriate for these designs in the general plan.
    - Support higher density development in proximity to commonly used services and transportation facilities.
  - Develop in a compact, efficient form to reduce vehicle miles traveled and to improve the efficiency of alternatives to the automobile consistent with the 2018 RTP/SCS.
    - Use the control of public services to direct development to the most appropriate locations.
    - Promote infill of vacant land and redevelopment sites.
  - Encourage project site designs and subdivision street and lot designs that support walking, bicycling, and transit use.
    - Adopt design guidelines and standards promoting plans that encourage alternative transportation modes.
    - Require certain sites to be created to allow convenient access by transit, bicycle, and walking.

- ✓ **<u>CC 3.6.1-2</u> Intelligent Transportation.**
  - Develop an Intelligent Transportation Systems strategy, consistent with the updated ITS Strategic Plan, to implement the Integrated Performance Management System Network that will:
    - Interconnect the region's local transportation management centers, including the use of cameras, and computer hardware and software to detect and clear accidents
    - Use technology to improve traffic signal timing in order to optimize traffic flow and transit service
    - Involve new equipment to improve on-time transit performance and provide real-time transit information at stops and stations.

- ✓ **<u>CC 3.6.1-8</u> Project Level Environmental Documents.**

  Project level environmental documents shall analyze construction and maintenance and land use development project Greenhouse Gas (GHG) emissions.

- ✓ **CC 3.6.1-15 San Joaquin Valley Clean Transportation Center.**

  The San Joaquin Valley Clean Transportation Center, which opened in January 2016, provided an additional advancement in clean energy education and incorporation into both residential and business fleets. The Center provides a new regional resource in helping to improve air quality and reduce vehicle emissions. The Center has strong connections and relations with a national network of manufacturers, suppliers and fleets to help improve the regional transportation system. Funding is provided by a California Energy Commission grant through CALSTART.

- ✓ **CC 3.6.1-20 Transformative Climate Communities (TCC) Program.**

  The Transformative Climate Communities (TCC) Program funds community-led development and infrastructure projects in California's most disadvantaged communities. Administered by the Strategic Growth Council (SGC) and funded by Cap-and-Trade, the program empowers local communities to design their own plans for achieving major environmental, health and economic benefits. A total of $70 million was designated for applicants in the City of Fresno in the first year of the program, in addition to $35 million for the City of Los Angeles and $35 million for a third location that has yet to be determined. Results of this process will address regional impacts on GHG reduction efforts.

Impact CC 3.6.2 - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **CC 3.6.2-1** will provide the framework and direction to avoid or reduce increased transportation GHG emissions on climate change, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-200 – 3-206.)

Rationale

Fresno COG has used the best available information to determine whether the proposed RTP/SCS is consistent with the State's achievement of the AB 32 and SB 32 GHG emission reductions. In light of the uncertainty in the regulatory and technological environment, the 2018 RTP/SCS incorporates all feasible mitigation measures, which are identified below, to reduce the impacts of the proposed project on global climate change. This EIR also includes a requirement that RTP projects incorporate the SJVAPCD's Best Performance Standards for reducing GHG. The RTP has also incorporated numerous policies, action items and funding priorities to develop and improve alternative modes of transportation throughout the County and the incorporated cities in Fresno County.

The measures included in the RTP are consistent with the GHG mitigation approaches outlined by the California Attorney General's Office in the May 21, 2008 report titled: *The California Environmental Quality Act, Addressing Global Warming Impacts at the Local Agency Level: Global Warming Measures.* The RTP incorporates measures such as smart growth, jobs/housing balance, and transit-oriented development, which are consistent with the Attorney General's recommendations. The mitigation measures outlined below, and the policies and action items included in the 2018 RTP update, such as the SCS and the analysis of GHG emissions from the Project, are also consistent with the 2017 Regional Transportation Plan Guidelines prepared by the California Transportation Commission, which address *SB 375 mandates.*

In addition, Fresno County has made significant progress in addressing many public transit needs throughout the Region. Fresno COG's "Unmet Transit Needs" process has determined that transit services within the Fresno County are meeting the reasonable transit needs of the public. These transit systems provide vital transportation services and enhancing the overall quality of life for residents throughout the County. Planned transit improvements over the 24-year timeframe of the RTP will be funded with approximately $1.18 billion in projected revenues dedicated to future public transit improvements and services.

Fresno County is estimated to grow in population by an estimated 389,084 persons between 2014 and 2042. Fresno COG has used the best available information to determine whether the 2018 RTP/SCS is consistent with the State's achievement of the AB 32 GHG emission reductions and addresses SB 375 mandates. Implementation of the mitigation measures described below will assist in the reduction of per capita VMT levels throughout Fresno County, which will assist in meeting the stated goals of AB 32 and requirements set forth in SB 375. The 2018 RTP/SCS has included numerous projects, action items,

funding priorities, a land use allocation to support an active transportation system, and programs to develop and improve alternative modes of transportation throughout the County. Fresno COG will continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT.
Fresno COG responds to congestion through the investment in roadway capacity increasing measures once all reasonable non-capacity measures have been employed. The 2018 RTP/SCS includes approximately $1.18 billion available to transit and $506.7 million available to non-motorized (bicycle and pedestrian) projects.

The Fresno County Regional Blueprint has been prepared to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective. The completion of the Regional Blueprint served as a starting point for Fresno COG as they prepared the SCS in accordance with the requirements of SB 375. In developing the SCS, Fresno COG considered the Blueprint Regional Vision Statement, the Blueprint Guiding Principles, and the Blueprint Performance Measures & Indicators (PMIs) that were developed for the Regional Blueprint. In addition, they utilized the best available tools and techniques to develop an SCS strategy that contributes to the State's achievement of the AB 32 GHG emission reductions.

GHG emissions for 2020 and 2035 with the Project are between 5% (2020) and 10% (2035) lower than the GHG emissions level of 2005, as indicated above. As a result, the RTP would meet ARB per capita emission targets set pursuant to SB 375. Mitigation measures that are presented below help reduce GHG emissions even further to the extent feasible considering requirements set forth in AB 32 and requirements set forth in SB 375. Such measures will also assist in the promotion and implementation of Smart Growth and sustainable planning practices by the cities and the County consistent with the SCS.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the mitigation measures below will provide the framework and direction to avoid or reduce increased transportation GHG emissions on climate change, it is probable that such impacts could remain significant and unavoidable. As appropriate, Fresno COG will encourage the implementation of the above-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-200 – 3-206.)

Project-Level Mitigation Measures

- ✓ **CC 3.6.2-1** See Mitigation Measures for Impact 3.6.1.

A.6-F CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

<u>Impact CTR 3.7.1</u> - Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **CTR 3.7.1-1, CTR 3.7.1-2, CTR 3.7.1-3, CTR 3.7.1.-4,** and **CTR 3.7.1-5** will provide the framework and direction to avoid or reduce significant impacts on historic resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-226 – 3-228.)

Rationale

Development of highway, arterial, bridge crossing, transit, and future land use development projects may impact historic resources. Due to the size and potentially large number of historic resources that could be disturbed because of the combined projects, this impact would be potentially significant at a regional level. Types of projects that have the potential to impact historic resources include highway projects and bridge crossings that entail the development of new lanes and in some instances acquisition of new rights-of-ways, arterial and interchange projects, which entail the development of new lanes, rights-of-way acquisition, and the development of land and sites for future land use developments.

All mitigation measures will be included in program-level analysis, as appropriate. The implementing agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Fresno COG will be provided with documentation indicating compliance with mitigation measures. As appropriate, Fresno COG will encourage implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-226 – 3-228.)

Project-Level Mitigation Measures

- ✓ **CTR 3.7.1-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project I also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017].

- ✓ **CTR 3.7.1-2** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources. A record search at the appropriate Information Center will be conducted to determine whether the individual transportation improvement project or future land use development area has been previously surveyed and whether resources were identified.

- ✓ **CTR 3.7.1-3** As necessary, prior to construction activities, the implementing agencies will obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the individual transportation improvement project or future land use development area for cultural resources.

- ✓ **CTR 3.7.1-4** Implementing agencies will comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
  - Carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, relocation, or reconstruction of any impacted historic resource, which will be conducted in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

- ✓ **CTR 3.7.1-5** In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure:
  - Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings, as mitigation for the effects of demolition of a resource

will not mitigate the effects to a point where clearly no significant effect on the environment would occur.

Impact CTR 3.7.2 - Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **CTR 3.7.2-1** through **CTR 3.7.2-7** will provide the framework and direction to avoid or reduce significant construction impacts on archeological resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-228 – 3-230.)

Rationale

Construction activities involving excavation and earthmoving may encounter archaeological resources. This would be considered a significant impact. The project includes new streets, roads and highways, street, road and highway widening (for wider lanes, shoulders or new lanes), new transit facilities, grade crossings, consolidated rail corridors, bridge projects, a number of interchanges, and future land use development activities. These types of projects have the potential to impact archaeological materials, because they could take place in previously undisturbed areas. Excavation and soil removal of any kind, irrespective of depth, has the potential to yield resources of archaeological significance. Improvements and modifications to existing transportation facilities and land use developments would have less of an impact to archaeological resources because these project locations have previously been disturbed. However, construction of additional lanes and future land use development, would potentially impact archaeological materials, if it would entail brush clearing, grading, trenching, excavation, and/or soil removal of any kind, in an area not previously used as a paved transportation facility. Due to the size and potentially large number of archaeological sites that could be disturbed because of the combined projects, this impact would be potentially significant to archaeological resources at a regional level.

All mitigation measures will be included in project-level analysis, as appropriate. The implementing agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Fresno COG will be provided with documentation indicating compliance with mitigation measures. Implementing agencies will require the following measures as part of the individual transportation improvement project or future land use development review process, intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-228 – 3-230.)

Project-Level Mitigation Measures

- ✓ **CTR 3.7.2-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project is also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017].

- ✓ **CTR 3.7.2-2** As part of the appropriate environmental review of individual projects, the implementation agencies will consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area and identify the Native American(s) to contact to obtain information about the project site.

- ✓ **CTR 3.7.2-3** Prior to construction activities and as necessary, the implementation agencies will obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.

- ✓ **CTR 3.7.2-4** As necessary prior to construction activities, the implementation agencies will obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.

- ✓ **CTR 3.7.2-5** In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a

prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project sponsor to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

- ✓ **CTR 3.7.2-6** If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work should be halted immediately within 50 meters (165 feet) of the discovery, implementing and local agencies should be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology should be retained to determine the significance of the discovery.

- ✓ **CTR 3.7.2-7** The project implementation agencies will stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Impact CTR 3.7.3 - Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **CTR 3.7.3-1** will provide the framework and direction to avoid or reduce significant construction impacts on paleontological resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, p. 3-230 – 3-231.)

Rationale

Land use or transportation improvement operations from implementation of the proposed RTP/SCS would not cause any ground-disturbing activities or destruction of paleontological resources. Direct permanent impacts to paleontological resources from land use and transportation changes as a result of the proposed RTP/SCS may result from ground disturbance associated with construction. Ground-disturbing activities such as excavation for building foundations and bridges, trenching for utility lines, tunneling, and grading, could damage or destroy sensitive paleontological resources on or near the surface or at depth. Construction in previously undisturbed areas and deep excavation activities would have the greatest probability to impact intact buried paleo resources. The potential for direct impacts to paleo resources may be comparatively less for improvements to existing facilities and modifications to existing rights-of-way since these areas have been previously disturbed. However, any construction in geologic units sensitive for paleontological resources could result in potentially significant damage to or destruction of unique paleontological resources.

All mitigation measures will be included in project-level analysis, as appropriate. The implementing agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Fresno COG will be provided with documentation indicating compliance with mitigation measures. Implementing agencies in the Fresno region will implement the following measures intended to avoid or reduce the significant impacts identified as part of the review process for proposed transportation projects. (Draft PEIR, pp. 3-230 – 3-231.)

Project-Level Mitigation Measures

- ✓ **CTR 3.7.3-1** The project sponsor of a 2018 RTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work, and other excavations) shall retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources, the following measures shall apply:

- Paleontological Mitigation and Monitoring Program. A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.
- Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of ground disturbance activity greater than two feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- Paleontological Monitoring. Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.
- Salvage of Fossils. If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Preparation and Curation of Recovered Fossils. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data, and maps.
- Final Paleontological Mitigation and Monitoring Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

<u>Impact CTR 3.7.4</u> - Disturb any human remains, including those interred outside of formal cemeteries.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **CTR 3.7.4-1, CTR 3.7.4-2,** and **CTR 3.7.4-3** will provide the framework and direction to avoid or reduce significant impacts on human remains, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-232 – 3-234.)

Rationale

Construction activities involving excavation and earthmoving may encounter human remains. Humans have occupied Fresno County for at least 10,000 years, and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, it is likely that excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. The project includes new highways, highway widening, new transit facilities, grade crossings, rail corridors, bridge crossings, interchanges, and future land use developments. These activities all have a potential to yield previously undiscovered human remains, because they could take place in previously undisturbed or under-disturbed areas. Excavation and soil removal of any kind, irrespective of depth, has the potential to yield human remains. Improvements and modifications to existing rights-of-way or existing land use developments would have less of an impact because these individual project locations have previously been disturbed. However, construction of additional lanes or new land use developments, could potentially impact human remains, if it would entail brush clearing, grading, trenching, excavation, and soil removal of any kind, in an area not previously developed.

All mitigation measures will be included in project-level analysis, as appropriate. The implementing agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Fresno COG will be provided with documentation indicating compliance with mitigation measures. As

part of the appropriate environmental review of individual projects, the project implementation agencies - in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery - will cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Fresno County coroner has been informed and has determined that no investigation of the cause of death is required. (Draft PEIR, pp. 3-232 – 3-234.)

Project-Level Mitigation Measures

- ✓ **CTR 3.7.4-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project is also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017].

- ✓ **CTR 3.7.4-2** If the remains are of Native American origin, the coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.

- ✓ **CTR 3.7.4-3** If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case:
  - The landowner or his authorized representative will obtain a Native American monitor - and an archaeologist, if recommended by the Native American monitor - and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
    - The Native American Heritage Commission is unable to identify a descendent.
    - The descendant identified fails to make a recommendation.
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

<u>Impact CTR 3.7.5</u> - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **CTR 3.7.5-1** through **CTR 3.7.5-11** will provide the framework and direction to avoid or reduce significant construction impacts on archeological resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-234 – 3-239.)

Rationale

The project includes new streets, roads and highways, street, road and highway widening (for wider lanes, shoulders or new lanes), new transit facilities, grade crossings, consolidated rail corridors, bridge projects, a number of interchanges, and future land use development activities. These types of projects have the potential to impact tribal cultural resources, because they could take place in previously undisturbed areas. Excavation and soil removal of any kind, irrespective of depth, has the potential to yield resources of tribal cultural significance. Improvements and modifications to existing transportation

facilities and land use developments would have less of an impact to tribal cultural resources because these project locations have previously been disturbed. However, construction of additional lanes and future land use development, would potentially impact tribal cultural resources, if it would entail brush clearing, grading, trenching, excavation, and/or soil removal of any kind, in an area not previously used as a paved transportation facility or developed for urban or rural land uses. Due to the size and potentially large number of tribal cultural sites that could be disturbed because of the combined projects, this impact would be potentially significant to tribal cultural resources at a regional level.

NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Implementing agencies will require the following measures as part of the individual transportation improvement project or future land use development review process:

- ✓ As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to tribal cultural resources considering requirements set forth in AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments noted above in items 1 through 11 and referenced in Appendix B, Notice of Preparation (NOP) Comment Letter dated April 28, 2017.

- ✓ As part of the appropriate environmental review of individual projects, the implementation agencies will consult with the NAHC and affected Native American Tribes to determine whether known sacred sites are in the project area and identify the Native American(s) to contact to obtain information about the project site.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the mitigation measures below will provide the framework and direction to avoid or reduce significant construction impacts on tribal cultural resources, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. The (Draft PEIR, pp. 3-234 – 3-239.)

Project-Level Mitigation Measures

- ✓ **CTR 3.7.5-1** Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  a. A brief description of the project.
  b. The lead agency contact information.
  c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code§ 21080.3.1 (d)).
  d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code§ 21073).

- ✓ **CTR 3.7.5-2** Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code§ 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
  a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code§ 21080.3.1 (b)).

- ✓ **CTR 3.7.5-3** Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  a. Alternatives to the project.
  b. Recommended mitigation measures.
  c. Significant effects. (Pub. Resources Code§ 21080.3.2 (a)).

- ✓ **CTR 3.7.5-4** Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  a. Type of environmental review necessary.
  b. Significance of the tribal cultural resources.
  c. Significance of the project's impacts on tribal cultural resources.
  d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code§ 21080.3.2 (a)).

- ✓ **CTR 3.7.5-5** Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code§ 21082.3(c)(1)).

- ✓ **CTR 3.7.5-6** Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code§ 21082.3 (b)).

- ✓ **CTR 3.7.5-7** Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code§ 21080.3.2 (b)).2

- ✓ **CTR 3.7.5-8** Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code§ 21082.3 (a)).

- ✓ **CTR 3.7.5-9** Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource,' the lead agency shall consider

feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code§ 21082.3 (e)).

✓ **CTR 3.7.5-10** Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:
   i. Planning and construction to avoid the resources and protect the cultural and natural context.
   ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
   i. Protecting the cultural character and integrity of the resource.
   ii. Protecting the traditional use of the resource.
   iii. Protecting the confidentiality of the resource.
c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
d. Protecting the resource. (Pub. Resource Code§ 21084.3 (b)).
e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code§ 815.3 (c)).
f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code§ 5097.991).

✓ **CTR 3.7.5-11** Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code§ 21082.3 (d)).

A.6-G ENERGY

<u>Impact EN 3.8.1</u> - Energy consumption and conservation impacts.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)
While implementation and monitoring of Mitigation Measures **EN 3.8.1-1** through **EN 3.8.1-10** will provide the framework and direction to avoid or reduce impacts on energy and energy resources, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-259 – 3-262.)

Rationale

Construction of the transportation improvements programmed in the proposed 2018 RTP and new development identified in the SCS would increase energy consumption due to the operation of construction equipment and vehicles. Given the number of large-scale improvements programmed into the proposed 2018 RTP/SCS and the amount of future land use development planned through to the year 2042, the increase in energy consumption associated with construction activities would be substantial. Although construction equipment and vehicles would be operated in accordance with all applicable rules and regulations, the substantial increase in energy consumption associated with the construction equipment and vehicles primarily powered by nonrenewable fuels under the proposed 2018 RTP/SCS is considered a significant impact.

Operation of the transportation improvements and future land use development identified in the proposed 2018 RTP/SCS would increase the total and per capita amount of gasoline and diesel fuel consumption associated with the regional transportation network, as well as the increase in electricity and natural gas. Since gasoline, diesel, and natural gas resources are nonrenewable, the increase in such energy consumption under the proposed 2018 RTP/SCS is considered a significant impact. In addition to increased energy consumption directly associated with transportation activities, energy consumption would also increase as a result of new lighting including, but not limited to, lighting for

land use developments, streets stops or stations, transit station parking structures, and rail tunnels; traffic signals; electronic signage; and other ancillary electric, natural gas, or other energy-consuming components of transportation improvements and new development that would be implemented under the proposed 2018 RTP/SCS. Increased energy consumption levels associated with these ancillary project and land use development features are considered a significant impact.

The proposed 2018 RTP/SCS includes goals and policies supporting smart growth through financial incentives, housing and mixed-use projects at existing and planned transit stations, support for local efforts to develop pedestrian master plans, and other activities that tend to reduce GHG emissions. However, since Fresno COG has no direct authority over land use planning and other local decisions, the extent to which the goals and policies supporting smart growth would be implemented by local jurisdictions is unknown.

The specific impacts on energy consumption and energy conservation will be evaluated as part of the implantation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-259 – 3-262.)

Project-Level Mitigation Measures

- ✓ **EN 3.8.1-1** Implementing agencies shall review energy impacts as part of any CEQA-required project-level environmental analysis and specify appropriate mitigation measures for any identified energy impacts.

- ✓ **EN 3.8.1-2** During the design and approval of transportation improvements and future land use development projects, the following energy efficiency measures shall be incorporated when applicable:
  - The design or purchase of any lighting fixtures shall achieve energy reductions beyond an estimated baseline energy use for such lighting.
  - LED technology shall be used for all new or replaced traffic lights, rail signals, and other new development lighting features compatible with LED technology.

- ✓ **EN 3.8.1-3** Implementing agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as:
  - Expanding light-duty vehicle retirement programs.
  - Increasing commercial vehicle fleet modernization.

- Implementing driver training modules on fuel consumption.
- Replacing gasoline powered mowers with electric mowers.
- Reducing idling from construction equipment.
- Incentivizing alternative fuel vehicles and equipment
- Developing infrastructure for alternative fueled vehicles.
- Implementing truck idling rules, devices, and truck-stop electrification
- Requiring electric truck refrigerator units.
- Reducing locomotives fuel use.
- Modernizing older off-road engines and equipment.
- Encouraging freight mode shift.
- Limit use and develop fleet rules for construction equipment.
- Requiring zero-emission forklifts.

✓ **EN 3.8.1-4** Implementing agencies should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. Fresno COG recommends the use of Appendix F, Energy Conservation, of the *CEQA Guidelines.*

✓ **EN 3.8.1-5** Project and land use development implementing agencies should streamline permitting and provide public information to facilitate accelerated construction of solar and wind power.

✓ **EN 3.8.1-6** Project and land use development implementing agencies should adopt a "Green Building Program" to promote green building standards. Green buildings can reduce local environmental impacts, regional air pollutant emissions and global greenhouse gas emissions. Green building standards involve everything from energy efficiency, usage of renewable resources and reduced waste generation and water usage. For example, water-related energy use in 2017 consumed 20 percent of the state's electricity. The residential sector accounts for 48 percent of both the electricity and natural gas consumption associated with urban water use. While interest in green buildings has been growing for some time, cost has been a main consideration as it may cost more up front to provide energy-efficient building components and systems. Initial costs can be a hurdle even when the installed systems will save money over the life of the building. Energy efficiency measures can reduce initial costs, for example, by reducing the need for over-sized air conditioners to keep buildings comfortable. Undertaking a more comprehensive design approach to building sustainability can also save initial costs through reuse of building materials and other means.

✓ **EN 3.8.1-7** Where identified, local governments should alter zoning to improve jobs/housing balance, create communities where people live closer to work, and bike, walk, and take transit as a

substitute for personal auto travel consistent and in support of the SCS. Creating walkable, transit-oriented modes would generally reduce energy use and greenhouse gas emissions. Residential energy use (electricity and natural gas) accounts for less than 10 percent of California's greenhouse gas emissions. Furthermore, studies have shown that the type of housing (such as multi-family) and the size of a house have strong relationships to residential energy use. Residents of single-family detached housing consume over 20 percent more primary energy than those of multifamily housing and 9 percent more than those of single-family attached housing.

- ✓ **EN 3.8.1-8** Project and land use development implementing agencies should increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) both in publicly owned vehicles, as well as those owned by franchisees of these agencies, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers.

- ✓ **EN 3.8.1-9** Bid solicitations for construction of projects should preference the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available at a reasonable cost in the marketplace. Solicitations should also preference the recycling of construction waste and debris if market conditions permit.

- ✓ **EN 3.8.1-10** All mitigation measures listed in Chapter 3, Section 3.6 (Climate Change) of this EIR, are incorporated by reference and shall be implemented by implementing agencies to address energy conservation impacts.

A.6-H GEOLOGY/SOILS/MINERAL RESOURCES

Impact GSM 3.9.1 - Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.1-1, GSM 3.9.1-2,** and **GSM 3.9.1-3** will provide the framework and direction to avoid or reduce damaged transportation infrastructure and other land use development structures from seismic activity, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-274 – 3-276.)

Rationale

Seismic events can damage transportation infrastructure and land use development through ground shaking, liquefaction, surface rupture and land sliding. The potential for projects to be significantly affected by seismic activity are projects that would be located in areas close to faults that are known to experience severe ground acceleration during earthquakes making these areas susceptible to severe ground shaking and earth movement including landslides. The potential for projects to be significantly affected by liquefaction would be higher in areas exhibiting shallow groundwater levels and unconsolidated soils such as fill material, and some alluvial soils. Property and public safety from seismic activity would be considered a significant impact in some cases.

The specific impacts on damaged transportation infrastructure and other future land use development structures from seismic activity will be evaluated as part of the implementing agencies' project-level environmental review process regarding proposed individual transportation improvement projects and future land use development projects. Implementing agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-274 – 3-276.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.1-1** Implementing agencies will be responsible for ensuring that transportation improvement projects and future land use development projects are built to the seismic standards contained in the most recent edition of the Uniform Building Code (UBC).

- ✓ **GSM 3.9.1-2** Implementing agencies will ensure that transportation improvement projects and future land use development projects located within or across active fault zones comply with design requirements, published by the CGS, as well as local, regional, state, and federal design criteria for construction of projects in seismic areas.

- ✓ **GSM 3.9.1-3** Implementing agencies will guarantee that geotechnical analysis is conducted within construction areas to establish soil types and local faulting prior to the construction of transportation improvements and future land use developments is subject to geotechnical analysis.

Impact GSM 3.9.2 - Result in substantial soil erosion or the loss of topsoil.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.2-1, GSM 3.9.2-2, GSM 3.9.2-3, GSM 3.9.2-4,** and **GSM 3.9.2-5** will provide the framework and direction to avoid or reduce slope failure and erosion due to project construction, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-276 – 3-277.)

Rationale

Some transportation improvement projects and future land use development uses require significant earthwork, increasing potential slope failure and long-term erosion. New land uses and transportation development included in the RTP/SCS could result in soil erosion or the loss of topsoil because of new exposed graded surfaces, excavation, stock piling, or boring which are necessary during development. Development may disturb previously undisturbed soils, and new development may increase water runoff, causing erosion problems, and potentially, slope failure. Earthwork can also alter unique geologic features. Transportation improvement projects and future land use development would be considered significant in some cases.

Several transportation improvement projects would involve substantial construction of new highway segments within previously undisturbed areas. Some of these projects could require significant earthwork or cuts into hillsides, which can become unstable over time. Road cuts can expose soils to erosion over the life of the Project, creating potential landslide and falling rock hazards. Engineered roadways can be undercut over time by storm water drainage and wind erosion. Some areas would be more susceptible to erosion than others due to the naturally occurring soils with high erosion potential. Other improvement projects on steep grades or winding mountain passes would pose the greatest potential impacts. Notwithstanding natural soil types, engineered soils can also erode due to poor construction methods and design features or lack of maintenance. Appropriate construction methods, earthwork design, and road cut design can reduce this potential impact to less than significant levels.

New roadways can also permanently alter unique geologic features, particularly in canyons, coastlines, and mountain passes. However, most of the improvement projects would occur in urbanized portions of the region or in existing transportation corridors. Nonetheless, new lanes may require earthwork that would affect existing natural geologic features.

The specific impacts on slope failure and erosion do to project construction will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-276 – 3-277.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.2-1** Implementing agencies will ensure that individual transportation improvement projects and future land use developments provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion.

- ✓ **GSM 3.9.2-2** Transportation improvement project and future land use development design features will include measures to reduce erosion from storm water.

- ✓ **GSM 3.9.2-3** Road cuts will be designed to maximize the potential for revegetation.

- ✓ **GSM 3.9.2-4** Implementing agencies will ensure that transportation improvement projects and future land use developments avoid landslide areas and potentially unstable slopes wherever feasible.

- ✓ **GSM 3.9.2-5** Where practicable, transportation improvement project and future land use development designs that would permanently alter unique geologic features will be avoided.

Impact GSM 3.9.3 - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.3-1, GSM 3.9.3-2,** and **GSM 3.9.3-3** will provide the framework and direction to avoid or reduce slope failure and erosion due to project construction, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-277 – 3-279.)

Rationale

Local geology can affect transportation infrastructure and the location for new development. Potentially significant impacts to property and public safety could occur due to subsidence and soil instability. Subsidence has historically occurred within Fresno County due to groundwater overdraft and petroleum extraction. Unconsolidated soils containing petroleum or groundwater often compress when the liquids are removed, causing the surface elevation to decrease. Improperly abandoned oil wells or underground hard rock mining can also cause localized subsidence. Subsidence can also occur in areas with unconsolidated soils that have not historically shown elevation changes. Transportation infrastructure designs and future land use development must include appropriate reinforcement to minimize potential impacts from subsidence in areas where such activity has not been witnessed.

Figure 3-14 in the Draft PEIR reflects future land use development associated with the SCS by soil type. As can be seen, most future land use development will be located within Alluvium Terrace soil areas,

which are very common on the Valley floor and can support transportation structures and future land use development. Due to the generally more granular nature of the alluvium, it should be less likely to contain expansive clays.

The specific impacts of subsidence and the presence of expansive soils will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-277 – 3-279.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.3-1** Implementing agencies will ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils.

- ✓ **GSM 3.9.3-2** Implementing agencies should take corrective measures, such as structural reinforcement and replacing soil with engineered fill, will be implemented in individual transportation improvement project and future land use development site designs, where applicable.

- ✓ **GSM 3.9.3-3** Implementing agencies will ensure that, prior to preparing individual transportation improvement project and future land use development site designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Impact GSM 3.9.4 - Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make

infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.4-1, GSM 3.9.4-2,** and **GSM 3.9.4-3** will provide the framework and direction to avoid or reduce impacts to property and public safety due to the presence of expansive soils, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-280 – 3-281.)

Rationale

Local geology can affect transportation infrastructure and the location for new development. Potentially significant impacts to property and public safety could occur due to the presence of expansive soils. Soils with high percentages of clay can expand when wet, causing structural damage to surface improvements. These clay soils can occur in localized areas throughout Fresno County, making it necessary to survey individual transportation improvement project and future land use development areas extensively prior to construction. Each new transportation improvement project and future land use development location would have the potential to contain expansive soils, although they are more likely to be encountered in lower drainage basin areas. Expansive soils are generally removed during foundation work to avoid structural damage. Figure 3-14 in the Draft PEIR reflects future land use development associated with the SCS by soil type. As can be seen, most future land use development will be located within Alluvium Terrace soil areas, which are very common on the Valley floor and can support transportation structures and future land use development. Due to the generally more granular nature of the alluvium, it should be less likely to contain expansive clays.

The specific impacts of subsidence and the presence of expansive soils will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-280 – 3-281.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.4-1** Implementing agencies will ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils.

- ✓ **GSM 3.9.4-2** Implementing agencies should take corrective measures, such as structural reinforcement and replacing soil with engineered fill, will be implemented in individual

transportation improvement project and future land use development site designs, where applicable.

- ✓ **GSM 3.9.4-3** Implementing agencies will ensure that, prior to preparing individual transportation improvement project and future land use development site designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Impact GSM 3.9.5 - Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.5-1** and **GSM 3.9.5-2** will provide the framework and direction to determine whether on-site soils would be suitable for an on-site wastewater treatment system, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-281 – 3-282.)

Rationale

New development has the potential of being located in areas that have soils that may not be able to support the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Growth and development and transportation project improvements will take place throughout the County in accordance with adopted general plans. Such development and projects may be sited in locations far from municipalities with sewer connections, and therefore could potentially require an on-site wastewater treatment system for the disposal of wastewater during project operation. If permanent facilities are constructed in remote locations, a

septic tank or alternative wastewater disposal system would have to be installed for use during operation.

Based on the soil associations found within the County, it is expected that soils in County will have some limitations for on-site wastewater disposal. A number of soils have a slow permeability, a shallow duripan or hardpan, or high potential for flooding or ponding, preventing the soil from properly treating effluent. Because soils in extensive areas within the County appear to have limited suitability for supporting septic systems, impacts could be significant without appropriate project design and/or mitigation. It is unclear at this time how implementation of the Proposed Project would result in construction and operations of projects, including the location, number, size, methods, and duration of construction activities. Because of the uncertainties underlying this program-level assessment, impacts of soils incapable for supporting alternative wastewater systems in the County cannot be accurately quantified. Project-level impacts would be addressed in future site-specific environmental analysis conducted at the time such projects are proposed by implementing agencies. However, because soils in extensive areas within the County appear to have limited suitability for supporting septic systems, this potential impact is considered significant.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the mitigation measures below will provide the framework and direction to determine whether on-site soils would be suitable for an on-site wastewater treatment system, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-281 – 3-282.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.5-1** Implementing agencies shall conduct a geotechnical investigation and a geotechnical report shall be prepared. The geotechnical report shall include a quantitative analysis to determine whether on-site soils would be suitable for an on-site wastewater treatment system. If it is determined that the soil could not support a conventional on-site treatment system, non-conventional systems shall be analyzed. In many cases, these types of systems can reduce significant wastewater impacts to less-than-significant levels. Implementation of these measures would reduce the significance of having soils incapable of supporting the use of traditional septic systems where sewers are not available for the disposal of wastewater. In some cases, it will not be feasible to provide alternative wastewater disposal systems due to space constraints, lack of a service provider, and/or cost. Implementation and enforcement of conventional and non-

conventional system measures would be within the responsibility and jurisdiction of the implementing agencies. For these reasons, wastewater disposal impacts would remain significant.

- ✓ **GSM 3.9.5-2** When soil is impacted in a way that interferes with the operation of septic systems or other individual wastewater treatment mechanisms, encourage the extension of wastewater treatment system services wherever warranted, determined to be feasible by a responsible agency, and when funding is available to address the need.

Impact GSM 3.9.6 - 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.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **GSM 3.9.6-1** and **GSM 3.9.6-2** will provide the framework and direction to avoid or reduce the mineral resource impacts, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-282 – 3-284.)

Rationale

Transportation improvements and future land use development associated with implementation of the proposed RTP/SCS could result in a reduction in availability of important designated mineral resources to the region by making certain mineral resources inaccessible for future extraction. The San Joaquin River mineral resource area is located along the Fresno and Madera County line. This resource area covers an estimated 4,271 acres and is part of the alluvial materials from the San Joaquin River. Aggregate resources in this area are identified as being MRZ-1 and MRZ–2. This resource area extends for approximately 15 miles, averages about 0.5 miles along its width, and generally follows the historical floodplain of the San Joaquin River. The Kings River Resource Area is an alluvial fan that covers an estimated 16,380 acres and is designated as a MRZ-2. Many MRZ-2 areas in the proposed RTP/ SCS may

already be developed, and the proposed RTP/SCS emphasizes further construction or development within these already developed areas. The proposed RTP/SCS would not likely interfere with existing or new mineral resource production activities in those areas.
Local jurisdictions have policies to manage mineral resources through general plans and are required to respond to mineral resource recovery areas that have been designated MRZ-2 locations under SMARA, indicating that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists, thus reducing the impact to a designated mineral resource. However, local policies will not prevent the potential loss of availability of such mineral resources that would be of value to the region and the residents of the state because the decision to implement transportation improvement projects or permit uses and developments or to protect designated mineral resources is a local decision. Potential, but unproven mineral resource lands are designated as MRZ-3. These lands can be found along the San Joaquin and Kings Rives in Fresno County, but they may not be of high quality to formulate concrete.

Mines and other mineral resources such as major oil and natural gas fields, and other mineral resources are located throughout Fresno County. Major oil and natural gas fields are located near Coalinga. Transportation improvement projects and future land use development projects may be proposed along alignments or near areas that will affect mineral resource lands. Therefore, the potential for loss of availability of a designated mineral resource related to transportation improvement projects and future land use developments from implementation of the proposed 2018 RTP/ SCS at the regional level is considered potentially significant.

The specific impacts on the loss of availability of a designated mineral resource that would be of value to the region and the residents of the state will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-282 – 3-284.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.6-1** The implementing agency should protect against the loss of availability of a designated mineral resource through identification of locations with designated mineral resources and adoption and implementation of policies to conserve land that is most suitable for mineral resource extraction from development of incompatible uses.

- ✓ **GSM 3.9.6-2** Where possible, transportation improvement project and future land use development sites will be designed by responsible agencies to limit potential impacts on mineral resource lands.

<u>Impact GSM 3.9.7</u> - Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **GSM 3.9.7-1** will provide the framework and direction to avoid or reduce the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-284 – 3-285.)

Rationale

Implementation of the proposed transportation improvements and future land use developments included in the 2018 RTP/SCS would include new transportation improvement projects and new residential, commercial, and other land uses, including infill development.

Local general plans, specific plans, and other land use plans include policies to protect existing and future mineral production and extraction activities from surrounding uses and require that future projects near mining activities have compatible land uses. In addition, compliance with Surface Mining and Reclamation Act (SMARA) requirements for mineral resource sites and notice requirements would further minimize impacts to locally-important mineral resource sites. SMARA requires that companies obtain permits before conducting surface mining.

The permit applications must describe what the pre-mining environmental conditions and land use are, what the proposed mining and reclamation will be, how the mine will meet the performance standards, and how the land will be used after reclamation is complete. This information is intended to help the government determine whether to allow the mine and set requirements in the permit that will protect the environment. Expansion or extension of the roadway network from implementing proposed RTP/SCS projects would require the need for additional land. Any improvements proposed in federal or

state rights-of-way are required to obtain an encroachment permit from Caltrans and provide information on mineral resources to mitigate potential or known impacts. Therefore, the potential for an impact that results in the loss of availability of a locally-important mineral resource recovery site related to transportation improvement projects or future land use development from implementation of the proposed RTP/SCS at the regional level is considered potentially.

Transportation improvement projects or future land use development near locally-important resources are regulated by local jurisdictions through policies incorporated into general plans, specific plans, and other land use plans; these policies provide protection of mineral resource production and extraction activities. In addition, compliance with SMARA requirements for mineral resource sites and notice requirements would further minimize impacts to locally-important mineral resource sites. Therefore, the potential for an impact that results in the loss of availability of a locally-important mineral resource recovery site related to transportation improvements from implementation of the proposed RTP/SCS is considered potentially significant.

The specific impacts resulting in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, Specific Plan, or Other Land Use Plan will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project and future land use development projects. Implementing agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-284 – 3-285.)

Project-Level Mitigation Measures

- ✓ **GSM 3.9.7-1** The implementing agency should protect against the loss of availability of a locally-important mineral resource recovery site through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection of mineral resource production and extraction activities.

A.6-I HAZARDS AND HAZARDOUS MATERIALS

Impact HM 3.10.1 - Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.10.1-1** and **HM 3.10.1-2** will provide the framework and direction to avoid or reduce the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-297 – 3-298.)

Rationale

The 2018 RTP/SCS includes projects that may involve the transportation, use, and/or disposal of hazardous materials, particularly the proposed freight rail improvements and other goods movement capacity enhancements, which may result in transport of hazardous goods as well as the use of equipment that contains or uses routine hazardous materials (e.g., diesel fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. It is anticipated that these activities would result in a less than significant hazard to the public and/or the environment, because these activities are subject to numerous laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers. These include the EPA, the Occupational Safety and Health Administration (OSHA), USDOT, and the Food and Drug Administration (FDA) for the federal government. State agencies, including the Health and Welfare Agency (HWA), under which is the DTSC, have parallel, and in some cases more stringent, rules governing the use of hazardous materials.

USDOT requires the use of hazardous waste manifests, which are used to ensure that hazardous wastes are strictly monitored and tracked from the point of generation through ultimate disposal. To operate in California, all hazardous waste transporters must be registered with the DTSC. Unless specifically exempted, hazardous waste transporters must comply with the California Highway Patrol Regulations; the California State Fire Marshal Regulations; and the United States Department of Transportation Regulations. In addition, the construction and maintenance of transportation facilities included in the 2018 RTP/SCS would involve the use of hazardous materials such as solvents, paints and other architectural coatings. The use and storage of these materials will be regulated by local fire departments, CUPAs, and the California Division of Occupational Safety and Health. Materials left over

from construction projects can likely be re-used on other projects. For materials that cannot be or are not reused, disposal would be regulated by the DTSC under state and federal hazardous waste regulations.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation measures. The following mitigation measures are included to ensure compliance with applicable regulations. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-297 – 3-298.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.1-1** The implementation agency and project sponsors shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.

- ✓ **HM 3.10.1-2** Encourage local agencies to avoid siting hazardous facilities near Environmental Justice communities.

Impact HM 3.10.2 - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.10.2-1, HM 3.10.2-2,** and **HM 3.10.2-3** will provide the framework and direction to avoid or reduce the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-298 – 3-300.)

Rationale

The implementation of the 2018 RTP/SCS could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during transportation. Implementation of the 2018 RTP/SCS would facilitate the movement of goods, including hazardous materials, through the region. Transportation of goods, in general, and hazardous materials, can thus be expected to increase substantially with implementation of the 2018 RTP/SCS. The 2018 RTP/SCS transportation improvements and future land use development will increase density and population, and it will include a variety of land uses, ranging from residential to commercial or industrial, that will increase the potential for upset or accident conditions involving the release of hazardous materials into the environment. Specific, parcel-level land uses are unknown, but future land use development will generally increase the number of land uses that require the use, storage, and transport of hazardous materials. Such land uses could include residential, dry cleaners, gas stations, service stations, industrial uses, agricultural uses, etc.

Businesses that store large quantities of hazardous materials (e.g., gas storage facility, chemical warehouse, etc.), and accidents that result from transporting, pumping, pouring, emptying, injecting, spilling, and dumping or disposing, could release hazardous materials into the environment. The severity of potential effects varies with the activity conducted and the concentration and type of waste present. The possible adverse effects to the public or environment from these and other activities are addressed through regulations and monitoring by federal, state, and local regulations discussed below. Established by the EPA with additional requirements specific to the State of California, CalARP applies to a wide variety of facilities that contain regulated substances. CalARP aims to prevent an accidental release of hazardous materials into the environment through proper storing, containing, and handling. The USDOT enforces the HMTA by regulating transportation of hazardous materials by truck and rail and governs every aspect of the movement of hazardous materials from packaging, to labeling and shipping. Cal EMA administers the Emergency Response Plan to respond to hazardous materials incidents that may occur. Additionally, roadway improvements in the contained in the RTP/SCS will improve road safety, thereby reducing the potential for accidents related to hazardous materials.

Transportation improvements contained in the 2018 RTP/SCS involve the expansion or extension of the transportation system, which may increase the capacity to transport hazardous materials. For example,

gas or oil spilling from vehicle accidents or a tanker overturning on a highway could release hazardous materials. Transportation improvements that expand the transportation system and extend it to new areas expose more adjoining land uses to risks associated with risk of upset on the roadway, highway, or railroad. These impacts are addressed through CalARP, which manages risks associated with accidental release. To prevent or minimize the accidental release of hazardous materials into the environment, precautions, such as proper securing of the materials and proper container design, are required by CalARP. California Vehicle Code Section 31303 outlines general routing and parking restrictions (Table 10.3) for hazardous material and hazardous waste shipments; the CHP also publishes a list of restricted or prohibited highways. Roadway improvements in the proposed MTP/SCS will improve road safety, thereby reducing the potential for accidents related to hazardous materials. Given the large volume of materials currently and projected to be transported through the region, some portion of which is and will continue to be, hazardous, the risk of upset as a result of accident or human interference is significant.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-298 – 3-300.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.2-1** Implementing agencies shall encourage the USDOT, the Office of Emergency Services, and Caltrans to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

- ✓ **HM 3.10.2-2** Implementing agencies shall encourage the USDOT and the CHP to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

- ✓ **HM 3.10.2-3** The implementing agencies and project sponsors shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.

Impact HM 3.10.3 - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.10.3-1** will provide the framework and direction to avoid or reduce the emission of hazardous materials within one-quarter mile of a school, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-300 – 3-301.)

Rationale

Increased development within Fresno County will increase population and density in the RTP/SCS region. As discussed previously, the implementation of the 2018 RTP/SCS could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during transportation.

Based on the Fresno County Office of Education, there are 32 school districts within Fresno County which provide schooling for nearly 200,000 students. There are just over 360 schools in the County; this includes elementary, middle, and high schools, as well as colleges and charter schools. There are over 40 schools within Fresno County that are within one-quarter mile of a state highway facility. Transportation of hazard materials on these state highways could possibly impact these schools in the event there was a release or accident. Transportation of hazardous materials and other activities are subject to numerous laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers. These include the EPA, the Occupational Safety and Health Administration (OSHA), USDOT, and the Food and Drug Administration (FDA) for the federal government. State agencies, including the Health and Welfare Agency (HWA), under which is the DTSC, have parallel, and in some cases more stringent, rules governing the use of hazardous materials.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measure below intended to avoid or reduce the significant impacts identified. Due to the strict and numerous regulations governing the use of hazardous materials, impacts are expected to be less than significant. The following mitigation measure is included to ensure compliance with applicable regulations. (Draft PEIR, pp. 3-300 – 3-301.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.3-1** The implementing agencies shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.

Impact HM 3.10.4 - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.10.4-1, HM 3.10.4-2,** and **HM 3.10.4-3** will provide the framework and direction to avoid or reduce the disturbance of contaminated property during the construction of new transportation or future land use developments or the expansion of existing transportation facilities or land use developments, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-301 – 3-302.)

Rationale

The implementation of the 2018 RTP/SCS could create a hazard to the public or the environment through the disturbance of contaminated property during the construction of new transportation facilities or future land use developments or the expansion of existing transportation facilities or land use developments. Construction of the projects in the 2018 RTP/SCS could involve construction through or next to sites that are contaminated due to past use or disposal of hazardous materials. In the two decades since federal and state laws were adopted providing for remediation of these sites, it is likely that the majority of contaminated sites have been identified or are easily identifiable from existing information. Given the intensity of past use of land in the region, there are substantial numbers of contaminated sites and it is likely that most improvement and future land use development projects will have to address this issue.

Because of the large number of contaminated sites and the risk associated with encountering and cleaning up these sites, this impact is considered to be significant. The mitigation measure would assure that contaminated properties are identified, and appropriate steps taken to minimize human exposure and prevent any further environmental contamination. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-301 -3-302.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.4-1** Prior to approval of any improvement project or future land use development project, the project implementation agency shall consult all known databases of contaminated sites and undertake a standard Phase 1 Environmental Site Assessment in the process of planning, environmental clearance, and construction for projects included in the 2018 RTP/SCS. If contamination is found the implementing agency shall coordinate clean up and/or maintenance activities.

- ✓ **HM 3.10.4-2** Where contaminated sites are identified, the project implementation agency shall develop appropriate mitigation measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

- ✓ **HM 3.10.4-3** Local agencies should contact the Chevron Environmental Management Company (CEMC) to determine whether an improvement or future land use development project may be in the vicinity of the Tidewater Oil Company or Standard Oil Company historical pipeline alignments.

Impact HM 3.10.5 - For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.10.5-1** will provide the framework and direction to avoid or reduce safety hazards for people residing or working in the project area for a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-302 – 3-303.)

Rationale

Transportation improvements and future land use development associated with implementation of the proposed RTP/SCS could result in a safety hazard within an airport plan area. Regional development could increase the number of land uses and developments within an airport plan area and within airport hazard zones, creating hazards from tall structures, glare producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures. Implementing agencies are responsible for analyzing compliance with Airport Land Use Commission (ALUC) plans as a part of their land use approval authority. Legislation passed in the 1994 ALUP Handbook requires that when preparing an environmental impact report for any project situated within an airport influence area as defined in an ALUC compatibility plan lead agencies shall utilize the California Airport Land Use Planning Handbook as a technical resource with

respect to airport noise and safety compatibility issues. Military airfields are required to adopt AICUZ studies to evaluate compatible land uses in the vicinity of military airfields. Hazards associated with development in the proximity of military airports would be reduced through California PRC Section 21098. The FAA also evaluates projects located within two miles of a public use airport, and other projects that may pose a potential hazard for people residing or working in the project area, due to height, visual hazard, or the attraction of wildlife.

While implementation and monitoring of the mitigation measures noted below will provide the framework and direction to avoid or reduce safety hazards for people residing or working in the project area for a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the mitigation measures noted below, which are intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-302 – 3-303.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.5-1** Implementing agencies should comply with ALUC plans as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

Impact HM 3.10.6 - For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.10.6-1** will provide the framework and direction to avoid or reduce safety hazards for people residing or working in the project area for a project located within the vicinity of a private airstrip, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-304 – 3-305.)

Rationale

Transportation improvements and future land use development associated with implementation of the 2018 RTP/SCS could result in a safety hazard within the vicinity of a private airstrips, creating hazards from tall structures, glare producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures. Activities and accessibility of private airstrips is limited, and these airstrips affectless land than public airports. Therefore, safety hazards are comparatively less than public or public use airports. In addition, private airstrips are regulated by both local land use regulations and state and federal aviation guidelines.

Implementing agencies are responsible for analyzing safety and compatibility issues as a part of their land use approval authority. Also, local governments require operators to obtain a conditional use permit prior to air operations on private airstrips. Furthermore, Caltrans requires operators to obtain a permit from the Division of Aeronautics prior to air operations, and FAA regulation (14 C.F.R. § 77) includes provisions that apply to public as well as private airstrips. Although the regulatory environment for private airstrips is not as explicit as for public airstrips, adherence to state and local permits, existing regulations, and FAA requirements would reduce the potential for a safety hazard for people residing or working in the vicinity of private airstrips. In addition, general plan policies within the area ensure that development in areas to private airstrips address compatibility issues.

While implementation and monitoring of the mitigation measures noted below will provide the framework and direction to avoid or reduce safety hazards for people residing or working in the project area for a project located within the vicinity of a private airstrip, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the below-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-304 – 3-305.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.6-1** Implementing agencies should analyze and adhere to all safety and compatibility issues as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located

within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

Impact HM 3.10.7 - Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.10.7-1** will provide the framework and direction to avoid or reduce impaired implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-305 – 3-306.)

Rationale

Public service standards, performance measures, and related policies are usually set in city and county general plans. For fire, police, and emergency services these standards are measured in the form of response times or service ratios. Existing facilities would likely need additional personnel and equipment to maintain adequate service levels with increased demand. In some areas, depending on the level of development, constructing new facilities may be necessary to maintain adequate response times, capital capacity, equipment, and personnel.

Historically, local jurisdictions have accommodated increases in demand by constructing new facilities and leveraging existing facilities, equipment, and personnel. Future demand increases will likely be handled in the same manner. The timing, siting, and project-specific details of individual development projects will necessitate increasing service in existing service areas or expanding service to new areas. In most cases, local jurisdictions will not grant building permits until public services are in place to serve

the new development. The 2018 RTP/SCS land use allocation assumes increases in public service facilities and infrastructure as the population increases. However, because public services are regulated at the local level, local jurisdictions have different goals, standards, and policies related to the provision of public services. Emergency response and emergency evacuation plans are designed by the Office of Emergency Services for the Fresno region to respond to a possible emergency situation (e.g., fires, floods, earthquakes, etc.). These plans cover all the land within the region including both incorporated and unincorporated areas. These plans provide a process for evacuating people from danger, preventing or minimizing loss of life and property.

While implementation and monitoring of the mitigation measures noted below will provide the framework and direction to avoid or reduce impaired implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the below-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-305 – 3-306.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.7-1** Implementing agencies should adhere to all emergency plans as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact HM 3.10.8 - Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.10.8-1** will provide the framework and direction to avoid or reduce the exposure of people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-306 – 3-307.)

Rationale

People and property can sustain significant damage from wildfires because they can spread quickly across large areas. The 2018 RTP/SCS could pose a hazard if it results in the loss, injury, or death and damage to property adjacent to wild lands where there are intermixed residences with wildlands. Regional development can include different land uses, ranging from residential to commercial or industrial uses, to provide increased goods and services to the region. Regional development could increase the number of structures adjacent to wild lands. The threat of wildfires from development of areas within CALFIRE's responsibility, which include non-federal lands in unincorporated areas with watershed value, is addressed through compliance with Title 14 of the C.C.R., Division 1.5 to minimize exposing people and structures to loss, injury, or death and damage. Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards.

In addition, wildfire prevention is a shared responsibility between federal, state, and local agencies. Federal lands fall under Federal Responsibility Areas, and all incorporated areas and other unincorporated lands are classified as Local Responsibility Areas. The 2018 RTP/SCS projects involve the expansion or extension of the transportation system, which may increase the threat of adverse impacts from wild land fires. Transportation improvements that expand the transportation system and extend it to new areas expose more urban-adjoining land uses to risks associated with wild land fires. Transportation improvements, especially capacity improvements, generally improve the transportation network to move people more efficiently, in case there is a need to evacuate due to a wildfire. The threat of wildfires from transportation improvements within CAL FIRE's responsibility, which include non-federal lands in unincorporated areas with watershed value, is addressed through compliance with Title 14 of the C.C.R., Division 1.5 to minimize exposing people and structures to loss, injury, or death and damage. Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. In addition, wildfire prevention is a shared responsibility between federal, state, and local agencies. Federal lands fall under Federal Responsibility Areas, and all incorporated areas and other unincorporated lands are classified as Local Responsibility Areas.

While implementation and monitoring of the mitigation measures noted below will provide the framework and direction to avoid or reduce the exposure of people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas

or where residences are intermixed with wild lands, it is probable that such impacts could remain significant and unavoidable. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the below-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-306 – 3-307.)

Project-Level Mitigation Measures

- ✓ **HM 3.10.8-1** Implementing agencies should analyze and adhere to all safety and compatibility issues as a part of their design and construction of transportation facilities and their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located within wildland areas.

A.6-J HYDROLOGY AND WATER QUALITY

Impact HW 3.11.1 - Violate Regional Water Quality Control Board water quality standards or waste discharge requirements.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.1-1, HM 3.11.1-2, HM 3.11.1-3,** and **HM 3.11.1-4** will provide the framework and direction to avoid or reduce violations of Regional Water Quality Control Board water quality standards or waste discharge requirements, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-321 – 3-222.)

Rationale

Local surface water quality would be affected by increased urban runoff and construction runoff. Increasing impervious surface area would increase urban runoff, which transports greater quantities of contaminants to receiving waters. Construction activities can increase pollutant loads in storm water. In addition, road cut erosion can increase long-term siltation in local receiving waters.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-321 – 3-322.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.1-1** Improvement projects and new development will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity.

- ✓ **HW 3.11.1-2** Transportation network improvements and future land use developments will comply with local, state and federal floodplain regulations. Proposed transportation improvements and applicable new developments will be engineered by responsible agencies to accommodate storm drainage flow.

- ✓ **HW 3.11.1-3** Responsible agencies should ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation. Responsible agencies implementing projects requiring continual water removal facilities should provide monitoring systems including long-term administrative procedures to ensure proper operations for the life of the Project.

- ✓ **HW 3.11.1-4** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.

Impact HW 3.11.2 - Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.2-1,** and **HM 3.11.2-2** will provide the framework and direction to avoid or reduce impacts on groundwater supplies or groundwater recharge activities, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-322 – 3-324.)

Rationale

The installation of transportation infrastructure, the expansion of project facilities, and the construction of new development could encounter groundwater. Individual projects and future land use developments may require dewatering during construction and for the life of a project. The process of dewatering includes removal of water (groundwater or surface water) from a construction site by pumping or evaporation. The dewatered effluent must be discharged at another location which could have impacts on groundwater. In addition, individual projects under the RTP/SCS could impact groundwater recharge by increasing the amount of paved surface area. The paving required for highway projects and the construction of future land use development could have significant effects on the amount of surface water that filters into the ground. Pollutants in the runoff from proposed transportation facilities and future development could affect groundwater basins.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-322 – 3-324.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.2-1** Transportation network improvements and future land use developments will comply with local, state and federal floodplain regulations. Proposed transportation improvements and applicable new developments will be engineered by responsible agencies to accommodate storm drainage flow. Responsible agencies should ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation. Responsible agencies implementing projects requiring continual water removal facilities should provide monitoring systems including long-term administrative procedures to ensure proper operations for the life of the Project.

- ✓ **HW 3.11.2-2** Local agencies shall form Groundwater Sustainability Agencies (GSAs) in accordance with the collection of State legislation [AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)] known as the Sustainable Groundwater Management Act (SGMA), as applicable, to manage high and medium priority basin sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

Impact HW 3.11.3 - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.3-1, HM 3.11.3-2, HM 3.11.3-3** and **HM 3.11.3-4** will provide the framework and direction to avoid or reduce impacts on existing drainage patterns, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-324 – 3-327.)

Rationale

Construction activities related to the individual RTP/SCS projects could potentially involve soil disturbance, excavation, cutting/filling, stockpiling, and grading. Consequently, erosion and sedimentation could increase, affecting water quality and pollutants in the water. In addition, road cut erosion can increase long-term siltation in local receiving waters. During site grading, trenching, and other construction activities, areas of bare soil are exposed to erosive forces during periods of rainfall. They are much more likely to erode than vegetated areas due to lack of dispersion, infiltration, and retention properties created by covering vegetation.

The extent of potential impacts is dependent on soil erosion potential, type of construction practice, size of disturbed area, timing of rainfall, and topography and proximity to drainage channels. Before construction activities can begin, a project applicant must submit a Storm Water Pollution Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plans that will be used in the planned project construction. The applicant must receive approval and submit a Notice of Intent prior to initiating construction. Each individual project in the 2018 RTP/SCS is expected to adopt Best Management Practices (BMPs) appropriate to local conditions and to the proposed construction techniques that will reduce pollution runoff.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-324 – 3-327.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.3-1** Prior to construction within the vicinity of a watercourse, the project sponsor can and should obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife, and local jurisdictions, and should comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following:
  - U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.

- Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
- California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG.

A qualified environmental consultant can and should be retained and paid for by the project sponsor to make site visits as necessary; and as a follow-up, submit to the Lead Agency a letter certifying that all required conditions have been instituted during the grading activities.

✓ **HW 3.11.3-2** Project sponsors can and should comply with the State-wide construction storm water discharge permit requirements including preparation of Storm Water Pollution Prevention Plans for transportation improvement construction projects. Roadway construction projects can and should comply with the Caltrans storm water discharge permit. BMPs can and should be identified and implemented to manage site erosion, wash water runoff, and spill control.

✓ **HW 3.11.3-3** Project sponsors can and should implement BMPs to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating BMPs should be submitted for review and approval by the lead agency. At a minimum, the project sponsor can and should provide filter materials deemed acceptable to the lead agency at nearby catch basins to prevent any debris and dirt from flowing into the local storm drain system and creeks.

✓ **HW 3.11.3-4** Project sponsors can and should submit an erosion and sedimentation control plan for review and approval by the appropriate government agency. All work should incorporate all applicable BMPs for the construction industry, including BMPs for dust, erosion and water quality. The measures should include, but are not limited to, the following:

- On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the street, gutters, storm drains.
- In accordance with an approved erosion control plan, the project sponsor should implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric should be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas should be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.

- Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.
- Install filter materials acceptable to the appropriate agency at the storm drain inlets nearest to the project site prior to the start of the wet weather season; site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the storm drain system. Filter materials should be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into water courses, street gutters, or storm drains.
- Direct and locate tool and equipment cleaning so that wash water does not discharge into the street, gutters, or storm drains.
- Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material should be stored on-site.
- Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly (or other interval approved by the lead agency) basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- As appropriate, broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt should be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the street, gutter, and/or storm drains.
- All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management should be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the RWQB.
- All erosion and sedimentation control measures should be monitored regularly by the project sponsor. If measures are insufficient to control sedimentation and erosion, then the project sponsor should develop and implement additional and more effective measures immediately.

<u>Impact HW 3.11.4</u> - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.4-1** and **HM 3.11.4-2** will provide the framework and direction to avoid or reduce impacts on existing drainage patterns, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-327 – 3-329.)

Rationale

The Project could increase flooding hazards. Installation of impervious surfaces increases storm water runoff volumes and peak flow rates. This can create flooding hazards in local receiving waters and drainage systems. The Plan could also alter existing drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or produce or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.
Storm water runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow can overwhelm drainage systems and alter flood elevations in downstream locations. Increased runoff velocity can promote scouring of existing drainage facilities, reducing system reliability and safety.

Accumulation and establishment of woody vegetation that is not managed may have negative impacts on channel capacity and may increase the potential for levee over-topping or other failure. When vegetation develops and becomes habitat for wildlife, maintenance to initial baseline conditions typically becomes more difficult as the removal of vegetative growth may be subject to federal and State resource agency requirements for on-site mitigation. The proposed project should include mitigation measures to avoid decreasing floodway channel capacity. Adverse hydraulic impacts of proposed encroachment could impede flood flows, reroute flood flows, and/or increase sediment accumulation.

The proposed project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. If possible off-site mitigation outside of the Boards' jurisdiction should be used when mitigating for vegetation removed at the project location.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-327 – 3-329.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.4-1** Prior to construction, and when a potential drainage issue is known, a drainage study should be conducted by responsible agencies for new capacity-increasing projects and new land use developments, where applicable. Drainage systems should be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible. Transportation and new development improvements will comply with federal, state and local regulations regarding storm water management. State-owned freeways must comply with Storm Water Discharge NPDES permit for Caltrans facilities.

- ✓ **HW 3.11.4-2** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.

Impact HW 3.11.5 - Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make

infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.5-1** through **HM 3.11.5-6** will provide the framework and direction to avoid or reduce impacts related to the creation of, or contribution to, runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-329 – 3-331.)

Rationale

The growth projected for Fresno County would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff between now and 2042, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants in stormwater and non-stormwater in the plan area. Growth alone does not necessarily translate into exceedance of stormwater drainage capacity or polluted runoff. It is the siting and design of new development, in relation to existing development, that determines if adequate stormwater drainage exists or will exist, and if appropriate measures are taken to limit or reduce polluted runoff. New development could add additional sources of runoff. However, in portions of Fresno County that are already built out, such increases would either be accommodated by existing infrastructure, or project proponents would be required, by local ordinances and state regulations, to make infrastructure improvements. In rural or less developed areas, new housing and employment developments could require additional stormwater drainage infrastructure and control measures to limit polluted runoff. However, local stormwater management plans and policies, and State Water Board requirements, which implement federal Clean Water Act requirements, will mitigate these potential impacts.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-329 – 3-331.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.5-1** Project sponsors can and should ensure that new facilities include structural water quality control features such as drainage channels, detention basins, oil and grease traps, filter

systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits.

- ✓ **HW 3.11.5-2** Drainage of roadway runoff can and should comply with Caltrans' storm water discharge permit. Wherever possible, roadways can and should be designed to convey storm water through vegetated median strips that provide detention capacity and allow for infiltration before reaching culverts.

- ✓ **HW 3.11.5-3** Project sponsors can and should assure projects mitigate for changes to the volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.

- ✓ **HW 3.11.5-4** Impacts can and should be reduced to the extent possible by providing culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.

- ✓ **HW 3.11.5-5** Project sponsors of improvement projects on existing facilities can and should include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs can and should be completed to eliminate increases in peak flow rates from current levels.

- ✓ **HW 3.11.5-6** Local jurisdictions can and should encourage Low Impact Development and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.

Impact HW 3.11.6 - Otherwise substantially degrade water quality.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **HM 3.11.6-1** will provide the framework and direction to avoid or reduce the potential to substantially degrade water quality, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-331 – 3-333.)

Rationale

The growth projected for Fresno County would increase impervious surfaces. Potential runoff contaminants include sediment, pesticides, herbicides, fertilizers, oil and grease, nutrients, metals, bacteria, and trash which could degrade the quality of receiving waters. During the dry season, these contaminants can accumulate on impervious surfaces and then be transported into stormwater drainage systems after the first rainfall event. New development could add additional sources of runoff. However, in portions of Fresno County that are already developed, such increases would either be accommodated by existing infrastructure or project proponents would be required, by local ordinances and state regulations, to make infrastructure improvements.

In rural and less developed areas of the region, new housing and employment developments could require additional stormwater drainage infrastructure and control measures to limit polluted runoff. However, adherence to local and state regulations would ensure that development would not otherwise substantially degrade water quality. Therefore, the land use impacts associated with implementation of the 2018 RTP/SCS at a program-level are considered less than significant. No mitigation is required.

Transportation projects where Caltrans is the lead agency are covered by the Caltrans Stormwater Program. This permit regulates all stormwater discharges from Caltrans-owned conveyances, maintenance facilities and construction activities. Caltrans also has a Storm Water Management Plan that describes the procedures and practices used to reduce or eliminate the discharge of pollutants to storm drainage systems and receiving waters. Transportation projects where local agencies are the lead agency are subject to local and state regulations for construction and non-construction runoff prevention. Construction-related measures are described in the mitigation section below. Adherence to local and state regulations would ensure that development would not otherwise substantially degrade water quality.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-331 – 3-333.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.6-1** Improvement projects along existing facilities and future land use developments will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity.

Impact HW 3.11.7 - Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.7-1, HM 3.11.7-2, HM 3.11.7-3,** and **HM 3.11.7-4** will provide the framework and direction to avoid or reduce the placement of housing within a 100-year flood hazard area, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-333 – 3-335.)

Rationale

Figure 3-17 in the Draft PEIR depicts the amount (in acres) of new development associated with the Project by FEMA 100-year flood zone areas (Zones A, AD, AE, and AH). As can be seen, only 4,343 acres of new development are estimated to be located within FEMA Flood Zones by 2042. Most new development (10,436 acres) will be located outside FEMA 100-year flood zone areas or within areas that have a .2% or less chance of flooding on an annual basis.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-333 – 3-335.)

Project-Level Mitigation Measures

- ✓ **HW 3.11.7-1** Prior to construction, and when a potential drainage issue is known, a drainage study should be conducted by responsible agencies for new capacity-increasing projects and new land use developments, where applicable. Drainage systems should be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible.

- ✓ **HW 3.11.7-2** Transportation and new development improvements will comply with federal, state and local regulations regarding storm water management. State-owned freeways must comply with Storm Water Discharge NPDES permit for Caltrans facilities.

- ✓ **HW 3.11.7-3** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.

- ✓ **HW 3.11.7-4** Letters of Map Revision (LOMR) will be prepared and submitted to FEMA (when applicable) by responsible agencies where construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood-prone areas.

Impact HW 3.11.8 - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.8-1,** and **HM 3.11.8-2** will provide the framework and direction to avoid or reduce the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-335 – 3-336.)

Rationale

A portion of the transportation projects included in the 2018 RTP/SCS could occur within the 100-year flood hazard area, thus increasing the potential to obstruct or exacerbate floodwaters. The construction of projects involving support structures in the floodway could obstruct floodwaters at some locations. Placement of structures within a floodplain can displace floodwaters and alter the base flood elevation level upstream and in neighboring areas. Likewise, floodwater can cause scour effects, resulting in erosion and sedimentation problems downstream from structures. Drainage areas could be altered by highway corridors, in which floodwaters could be detained by medians and along the roadside. Proposed bridge supports could block debris in waterways, creating obstructions and further elevating upstream flood levels. The 2018 RTP/SCS could alter existing drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or produce or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-335 – 3-336.)

Fresno COG Mitigation Measures

- ✓ **HW 3.11.8-1** Fresno COG will encourage implementing and local agencies to conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows such that the project is consistent with federal, state, and local regulations and laws related to development in the floodplain.

- ✓ **HW 3.11.8-2** Fresno COG will encourage implementing and local agencies to, the extent feasible and appropriate, prevent development in flood hazard areas that do not have appropriate protections.

Impact HW 3.11.9 - Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **HM 3.11.9-1,** and **HM 3.11.9-2** will provide the framework and direction to avoid or reduce the placement structures within a 100-year flood hazard, which would impede or redirect flood flows, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-336 – 3-337.)

Rationale

Natural desert conditions promote runoff that can cause flash flooding. In those areas of Fresno County where soils have naturally low permeability and are subject to quick saturation, high rain volumes remain on the surface as runoff. When impervious surfaces such as highways are placed within these areas of an existing flood plain the public is exposed to the hazards of flash flooding. Placing new

structures within an existing floodplain can impede flood waters, altering the flood risks both upstream and downstream. The flooding risks associated with projects located in flood zones can be modified with appropriate design and alignment considerations.

The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-336 – 3-337.)

Fresno COG Mitigation Measures

- ✓ **HW 3.11.9-1** Fresno COG will encourage implementing and local agencies to conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows such that the project is consistent with federal, state, and local regulations and laws related to development in the floodplain.

- ✓ **HW 3.11.9-2** Fresno COG will encourage implementing and local agencies to, the extent feasible and appropriate, prevent development in flood hazard areas that do not have appropriate protections.

A.6-K LAND USE AND PLANNING AND RECREATION

Impact LPR 3.12.1 - Physically divide an established community.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **LPR 3.12.1-1** and **LPR 3.12.1-2** will provide the framework and direction to avoid or reduce impacts that may physically divide a community, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-358 – 3-359.)

Rationale

The 2018 RTP/SCS would have a potentially significant impact if it would physically divide an established community. Established communities are defined as incorporated cities and unincorporated communities in Fresno County. Impacts resulting from the construction of alternative transportation routes or future land use developments may potentially occur, as well as impacts resulting from the designation of new areas of open space that would create a physical separation between established community areas and/or restrict access between such areas. The 2018 RTP/SCS focusses growth and development to the existing cities and communities within the County based upon the adopted or draft general, specific and community plans (reference Table 3-66 of the Draft PEIR). As such, the potential to physically divide a community is not expected and the RTP would not be in conflict with existing or draft general plan policies.

The specific impacts on land use and planning will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-358 – 3-359.)

Project-Level Mitigation Measures

- ✓ **LPR 3.12.1-1** Individual transportation and future land use development projects will be consistent with local transportation system and land use plans and policies that designate areas for urban land use and transportation improvements, as identified by the agency with jurisdiction over said land(s).

- ✓ **LPR 3.12.1-2** Prior to final approval of each individual transportation improvement project and future land use development project, the implementing agency will conduct the appropriate transportation improvement project-specific and future land use development-specific environmental review, to address impacts from land use and transportation system projects that may physically divide or displace portions of a community.

Impact LPR 3.12.2 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the projects (Including, but not limited to the general plan, specific plan, local coastal

program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **LPR 3.12.2-1** and **LPR 3.12.2-2** will provide the framework and direction to avoid or reduce land use impacts, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-360 – 3-361.)

Rationale

The Project is in-line with current implementation agencies' adopted land use plans; however, should an agency make changes that reflect a differing development pattern, the Project could then have the potential to conflict with applicable adopted local land use plans and policies. Most of the improvement projects submitted for inclusion in the RTP, are developed through a local review process that involves local jurisdictions working with Fresno COG. In addition, the SCS scenario was developed considering the existing and proposed general plans for each of the local jurisdictions within the County. All of the general plans within Fresno County considered during development of the SCS were adopted. Fresno COG staff worked closely with the jurisdictions to develop the SCS to ensure consistency with general plan land use designations, transportation systems, and general plan update policies.

Strategies aimed at addressing the transportation needs and future growth patterns were considered during development of the proposed RTP/SCS. The document promotes alternatives to the automobile such as transit and other alternative modes of transportation such as bicycle facilities, trails, airport improvements, and others. In addition, the SCS includes a land use allocation process that provides for increased densities in support of alternative transportation systems. Implementation of strategies proposed in the RTP/SCS could result in positive changes to land uses. This would be considered a beneficial impact. Implementation of transit improvements included in the Plan could influence land use patterns throughout the region as reflected in the SCS. Land use and transportation policies are

emphasized in the RTP/SCS in order to address automobile traffic, and air quality and greenhouse gas emissions concerns. Growth patterns that promote alternatives to the automobile by creating mixed-use developments, which would include residences, shops, parks, and civic institutions, linked to pedestrian-and-bicycle friendly public transportation centers, are also discussed in the RTP/SCS. The program will establish transportation facilities in future land use developments to increase transit use and encourage higher density and mixed land use planning. Design features, such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes could be incorporated into mixed-use developments; therefore, reducing automobile traffic and air quality concerns.

Implementation of enhanced alternative modes as provided by the RTP could result in more balanced land use conditions throughout the region as reflected in the SCS, as the mixed-use developments would result in a concentration of jobs and residences in close proximity to one another thus reducing commuter-related VMT. The RTP encourages higher density and mixed-use developments, which in turn, creates a better job to housing ratio. As shown in Table 3-68 of the Draft PEIR, the Town Center land use is the highest-intensity development type used in the SCS for the Fresno County region. This type of land use is employment centric and provides jobs and services to the multi-family housing opportunities that are also incorporated within the land use. While the RTP is likely to result in a positive outcome related to supportive land use conditions for alternative forms of transportation such as transit, other improvement projects and future land use developments in the RTP/SCS could have significant impacts on land use patterns, land use growth and development. This impact could be especially significant on recreational, open space, agricultural, and other land uses within the County.

The specific impacts on land use and planning will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-360 – 3-361.)

Project-Level Mitigation Measures

- ✓ **LPR 3.12.2-1** Individual transportation and future land use development projects will be consistent with local land use plans and policies that designate areas for urban and rural land use and preserve recreational, open space, and other lands.

- ✓ **LPR 3.12.2-2** Prior to final approval of each individual improvement project and future land use development project, the implementing agency will conduct the appropriate transportation

improvement project-specific and future land use development-specific environmental review, including consideration of potential land use impacts.

Impact LPR 3.12.4 - Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **LPR 3.12.4-1** will provide the framework and direction to avoid or reduce land use impacts, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, p. 3-363.)

Rationale

The project would not increase the use of neighborhood and regional parks other than what is expected to occur because of increased population growth between 2018 and 2042 consistent with the general plans of each of the local jurisdictions. Each of those plans include the provision for additional parks and recreation facilities to accommodate future growth and development. The increase in population is also not expected to cause substantial physical deterioration of the region's recreational facilities. The addition of transportation improvements does have the potential to impact existing recreational facilities because of widening for street and roads, bike lanes, or other transportation improvements. As a result, such improvements could have significant impacts on recreational facilities within the region.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation

measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measure below intended to avoid or reduce the significant impacts identified. (Draft PEIR, p. 3-363.)

Project-Level Mitigation Measures

✓ **LPR 3.12.4-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.

Impact LPR 3.12.5 - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **LPR 3.12.5-1** will provide the framework and direction to avoid or reduce land use impacts, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-363 – 3-364.)

Rationale

The project would include recreational facilities to support growth and development consistent with adopted general plans within the County. Such plans may require the expansion of recreational facilities but are not expected to have any adverse physical effect on the environment. Each of those plans include the provision for additional parks and recreation facilities to accommodate future growth and development. The increase in population is also not expected to cause adverse physical effects on the region's environment. The addition of transportation improvements does have the potential to impact existing recreational facilities because of widening for street and roads or bike lanes and other transportation improvements. As a result, such improvements could have significant impacts on recreational facilities within the region.

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements

rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation measures. As appropriate, Fresno COG will encourage the implementation of the mitigation measure below intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-363 – 3-364.)

Project-Level Mitigation Measures

✓ **LPR 3.12.5-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.

A.6-L NOISE

Impact N 3.13.1 - Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **N 3.13.1-1** through **N 3.13.1-7** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-380 – 3-382.)

Rationale

Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels and/or could experience substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and new transit facilities as well as increased use of existing transit facilities, etc.) and future noise generating land use developments. At the regional scale, the noise impacts of new highways, highway widening, new HOV lanes, new transit corridors, increased frequency along existing transit corridors, and noise generating future land use developments such as heavy manufacturing plants and other uses are generally expected to exceed the significance criteria when they occur near

sensitive receptors. For comparison purposes, noise levels along the busiest portions of the SR 99 and SR 41 corridor within Fresno County were evaluated. Existing traffic noise levels were gathered using an Extech Type 2 sound level meter datalogger during the PM peak hour. Noise monitoring was conducted during the PM peak hour because traffic counts in along SR 99 and SR 41 show a greater volume of traffic in the PM peak hour than the AM peak hour.

Existing traffic noise levels were then evaluated using the FHWA Traffic Noise Model (TNM 2.5). Traffic volumes collected from the model runs prepared for the 2018 RTP and posted vehicle speed limits along SR 99 and SR 41 were entered into the model to estimate noise levels at receptors adjacent to the corridors. As shown in Table 3-74 of the Draft PEIR, the noise levels determined in the field along SR 99 was 76.4 L_{eq}(h) dBA and 68.7 L_{eq}(h) dBA along SR 41. The impacts of the 2018 RTP were analyzed considering the 2014 Base Year Model and the 2042 Plus Build (Scenario D) conditions. Table 3-74 of the Draft PEIR shows the predicted noise levels at the noise receptors evaluated under existing conditions. Results of the analysis show that noise levels under the 2042 Plus Build (2018 RTP/SCS - Scenario D) are projected to increase by 2.0 dBA's along SR 99 and SR 41 when compared to the 2014 Base Year Model. When it comes to noise levels, the Ldn is determined to be within +/- 2 dBA of the peak hour Leq under normal traffic conditions based upon Caltrans' Traffic Analysis Noise Protocol. Typical noise standards for residential land uses for local jurisdictions have a maximum noise level of 60 to 65 Ldn/CNEL. Therefore, impacts may occur if residential land uses are determined to be within 200 feet of SR 99 or SR 41 and no noise abatement improvements currently exist to shield the residential land uses from traffic noise.

The specific impacts on noise will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-380 – 3-382.)

Project-Level Mitigation Measures

- ✓ **N 3.13.1-1** As part of the implementing agency's appropriate environmental review of each project, a project specific noise evaluation shall be conducted, and appropriate mitigation identified and implemented.

- ✓ **N 3.13.1-2** Implementing agencies should employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities and other noise generating land uses.

- ✓ **N 3.13.1-3** Implementing agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other future noise generating facilities.

- ✓ **N 3.13.1-4** Implementing agencies should construct sound reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

- ✓ **N 3.13.1-5** Implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

- ✓ **N 3.13.1-6** Implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts.

- ✓ **N 3.13.1-7** Passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations should be located away from sensitive receptors.

Impact N 3.13.2 - Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **N 3.13.2-1** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-382 – 3-384.)

Rationale

Construction activity can result in ground vibration, depending upon the types of equipment used. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that will damage structures but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Construction activities that generally create the most severe vibrations are blasting and impact pile driving. Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems and slamming of doors produce typical indoor vibrations that are noticeable to humans. The most common exterior sources of ground vibration that can be noticeable to humans inside residences include constructions activities, train operations, and street traffic. Table 3-73 of the Draft PEIR provides some common sources of ground vibration and the relationship to human perception. This information comes from the Federal Transit Administration's "Basic Ground-Bourne Vibration Concepts."

Using the highest vibration level shown in Table 3-75 (Lv 87) in the Draft PEIR construction related activities, the anticipated vibration level at 150 feet from the construction area is 71 VdB. Based on Table 3-73 in the Draft PEIR, vibration levels above 80 VdB would be considered excessive and would need to be mitigated. Therefore, at a distance of 150 feet from a construction area, the vibration levels would not be considered significant given the data provided in Table 3-75 of the Draft PEIR. The approximate vibration level at 50 feet from the construction area would generate vibration levels above 80 VdB based on the equipment listed in Table 3-75 of the Draft PEIR.

Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the below-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-382 – 3-384.)

Project-Level Mitigation Measures

- ✓ **N 3.13.2-1** Mitigation measures identified to address Impact 3.13.1 shall be applied to address impacts associated with Impact 3.13.2.

Impact N 3.13.3 - A substantial permanent increase in ambient noise levels.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **N 3.13.3-1** through **N 3.13.3-7** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-384 – 3-385.)

Rationale

As shown in Table 3-74 in the Draft PEIR, the noise levels under the 2014 Base Year model is 76 L_{eq}(h) dBA along SR 99 and 69 L_{eq}(h) dBA along SR 41. The noise levels under the 2042 Scenario D conditions 78 L_{eq}(h) dBA along SR 99 and 71 L_{eq}(h) dBA along SR 41. When it comes to noise levels, the Ldn is determined to be within +/- 2 dBA of the peak hour Leq under normal traffic conditions based upon Caltrans' Traffic Analysis Noise Protocol. Typical noise standards for residential land uses for local jurisdictions have a maximum noise level of 60 to 65 Ldn/CNEL. Therefore, impacts may occur if residential land uses are determined to be within 200 feet of SR 99 or SR 41 and no noise abatement improvements currently exist to shield the residential land uses from traffic noise.

Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the below-notated mitigation strategies intended to avoid or reduce the significant impacts identified. (Draft PEIR, pp. 3-384 – 3-385.)

Project-Level Mitigation Measures

- ✓ **N 3.13.3-1** As part of the implementing agency's appropriate environmental review of each transportation or land use development project, a project specific noise evaluation shall be conducted, and appropriate mitigation identified and implemented.

- ✓ **N 3.13.3-2** Implementing agencies shall employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers

to ensure that future development is compatible with adjacent transportation facilities and other noise generating uses.

- ✓ **N 3.13.3-3** Implementing agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and future noise generating land uses.

- ✓ **N 3.13.3-4** Implementing agencies should construct sound reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

- ✓ **N 3.13.3-5** Implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

- ✓ **N 3.13.3-6** Implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts.

- ✓ **N 3.13.3-7** Passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations should be located away from sensitive receptors.

Impact N 3.13.4 - A substantial temporary or periodic increase in ambient noise levels.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **N 3.13.4-1** through **N 3.13.4-14** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-385 – 3-388.)

Rationale

Grading and construction activities associated with the proposed highway, arterial, and transit projects and future land use development projects would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites would increase substantially sometimes for extended durations. This would be considered a potentially significant impact. Construction activities associated with the 2018 RTP/SCS would result in temporary noise increases at nearby sensitive receptors. Impacts to sensitive receptors resulting from these proposed transportation projects and future land use developments would depend on several factors such as the type of individual transportation improvement project or future land use development proposed for the given area, land use of the given area, and duration of proposed construction activities.

Additionally, construction noise levels would fluctuate depending on construction phase, equipment type, and duration of use; distance between noise source and receptor; and presence or absence of barriers between noise source and receptor. In general, sensitive receptors would be significantly impacted by transportation and future land use projects involving new systems or new developments (new structures or facilities, truck lanes, rail corridors, interchanges, underground rail lines, etc.). Specifically, sensitive receptors located in the vicinity of these projects or development sites would be significantly impacted by construction of the proposed transportation improvement projects or future land use development. Additionally, modification projects would result in short-term construction impacts to sensitive receptors.

The specific impacts on noise will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-385 – 3-388.)

Project-Level Mitigation Measures

- ✓ **N 3.13.4-1** Implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.

- ✓ **N 3.13.4-2** Implementing agencies will limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

- ✓ **N 3.13.4-3** Equipment and trucks used for construction will utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.
- ✓ **N 3.13.4-4** Impact equipment (e.g., jackhammers, pavement breakers, and rock drills) used for individual improvement project or land use development construction will be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves will be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used such as drilling rather than impact equipment whenever feasible.

- ✓ **N 3.13.4-5** Implementing agencies will ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they will be adequately muffled.

- ✓ **N 3.13.4-6** Implementing agencies will designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

- ✓ **N 3.13.4-7** Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence will be mitigated by the individual improvement project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

- ✓ **N 3.13.4-8** Implementing agencies will direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.

- ✓ **N 3.13.4-9** Implementing agencies will implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.

- ✓ **N 3.13.4-10** No pile-driving or blasting operations will be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition will be obtained from the individual improvement project or new land use development proponent and must be approved by the local jurisdiction.

- ✓ **N 3.13.4-11** Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers, (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor.

- ✓ **N 3.13.4-12** In residential areas, pile driving will be limited to daytime working hours.

- ✓ **N 3.13.4-13** Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible.

- ✓ **N 3.13.4-14** Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

Impact N 3.13.5 - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **N 3.13.5-1** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-388 – 3-389.)

Rationale

Fresno County has a total of nine (9) public use airports with the Fresno Yosemite International (FYI) being the primary passenger airport facility in the region. The Fresno Yosemite International is the largest and busiest airport in the San Joaquin Valley. During 2016, 1.44 million passengers flew in and out of FYI. The number of enplaned passengers increased in recent years, with the exception of a modest decline in 2015. The number of enplaned cargo has also increased with total air cargo growing by 4.1 percent per year from 1990 to 2016, and 21.7 percent per year from 2000 to 2015. The upward trend in the amount of enplaned cargo is expected to continue over the next twenty-five years, while the number of enplaned passengers is expected to once again meet and exceed its historic highs.

Total operations at FYI was approximately 98,000 in 2016 according to the Fresno Airports Master Plan. This includes air carrier, air taxi and commuter, general aviation, and military operations. The total number of aircraft operations has decreased an average of 2.8 percent per year from 1990 to 2016. This decrease is mostly due to the decline in commuter flights and general aviation activity. FYI's four fixed base operators (FBOs) offer a wide range of services including fueling, aircraft maintenance, repair, storage, charter services, flight instruction, an aircraft mechanic school, advertising, surveying, air taxi, patrol, rentals and sales. FYI is designated a Primary Commercial Service Hub Airport in the California Aviation System Plan.

Generally, proposed projects are of the following two types:

- ✓ New Systems (new highway and transit facilities).
- ✓ Modifications to Existing Systems (widening roads, addition of carpool lanes, grade crossings, intelligent transportation systems, maintenance, and service alterations).

During the construction of new highway and transit facilities or the modification of an existing system near one of the airports in Fresno County, it is possible that construction workers will be temporarily exposed to excessive noise levels. Though construction activities are intermittent and temporary, there is the potential for workers to be subject to excessive noise levels if any construction activities are near or adjacent to any of the airports within Fresno County.

The specific impacts on noise will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-388 – 3-389.)

Project-Level Mitigation Measures

- ✓ **N 3.13.5-1** Compliance with Occupational Safety and Health Administration's (OSHA) hearing conservation amendment. The Permissible Exposure Level (PEL) is defined as an 8-hour time-weighted average sound level of 90 dBA integrating all sound levels from at least 90 dBA to at least 140 dBA. Project implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.

Impact N 3.13.6 - For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **N 3.13.6-1** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-389 – 3-391.)

Rationale

Fresno County has a total of nine (9) public use airports with the Fresno Yosemite International (FYI) being the primary passenger airport facility in the region. The Fresno Yosemite International is the largest and busiest airport in the San Joaquin Valley. During 2016, 1.44 million passengers flew in and out of FYI. The number of enplaned passengers increased in recent years, with the exception of a modest decline in 2015. The number of enplaned cargo has also increased with total air cargo growing by 4.1 percent per year from 1990 to 2016, and 21.7 percent per year from 2000 to 2015. The upward trend in the amount of enplaned cargo is expected to continue over the next twenty-five years, while the number of enplaned passengers is expected to once again meet and exceed its historic highs.

Total operations at FYI was approximately 98,000 in 2016 according to the Fresno Airports Master Plan. This includes air carrier, air taxi and commuter, general aviation, and military operations. The total number of aircraft operations has decreased an average of 2.8 percent per year from 1990 to 2016. This decrease is mostly due to the decline in commuter flights and general aviation activity. FYI's four fixed base operators (FBOs) offer a wide range of services including fueling, aircraft maintenance, repair, storage, charter services, flight instruction, an aircraft mechanic school, advertising, surveying, air taxi, patrol, rentals and sales. FYI is designated a Primary Commercial Service Hub Airport in the California Aviation System Plan.

Generally, proposed projects are of the following two types:

- ✓ New Systems (new highway and transit facilities).
- ✓ Modifications to Existing Systems (widening roads, addition of carpool lanes, grade crossings, intelligent transportation systems, maintenance, and service alterations).

During the construction of new highway and transit facilities or the modification of an existing system near one of the airports in Fresno County, it is possible that construction workers will be temporarily exposed to excessive noise levels. Though construction activities are intermittent and temporary, there is the potential for workers to be subject to excessive noise levels if any construction activities are near or adjacent to any of the airports within Fresno County.

The specific impacts on noise will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-389 – 3-391.)

Project-Level Mitigation Measures

- ✓ **N 3.13.6-1** Compliance with Occupational Safety and Health Administration's (OSHA) hearing conservation amendment. The Permissible Exposure Level (PEL) is defined as an 8-hour time-weighted average sound level of 90 dBA integrating all sound levels from at least 90 dBA to at least 140 dBA. Project implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.

A.6-M POPULATION, HOUSING AND EMPLOYMENT

<u>Impact PHE 3.14.1</u> - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **PHE 3.14.1-1** will provide the framework and direction to avoid or reduce impacts on Regional Growth and Dispersion, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-404 – 3-405.)

Rationale

The Project could affect overall population, housing and employment growth and dispersion into agricultural and open space lands in the region from the predicted regional assumptions. Implementation of the proposed mitigation measures is expected to reduce this to a less-than-significant impact. The Project is a specific set of transportation improvements together with the long-range transportation plan (RTP) and land use allocation described in the SCS designed to meet, among other goals, the long-term socioeconomic conditions of the region. The SCS is based upon the adopted or draft general plans of the jurisdictions within Fresno County. One of the strategic issues is growth. The recent growth trends in housing, population, and jobs within the region are expected to continue.

Given the location of the region, its mild climate and existing population trends, growth in the region is seen as inevitable. The Project provides for the anticipated transportation and future land use needs of projected growth. The Project is based on a projected population in the Fresno region in 2042 of 1.35 million people and associated employment. Fresno COG's projected population is not within 3% of the Department of Finance (DOF) regional forecast in each year between now and 2042; however, Fresno COG prepared its own regional forecast in consultation with DOF, which was approved by the Fresno COG Board for purposes of the 2018 RTP/SCS development process.

The transportation network included in the Project was not the sole determinant that affected the distribution of growth during development of the SCS preferred scenario. Transportation is just one factor that can affect growth. Other factors included to prepare the SCS included the cost of and type

housing, the location of jobs, and the economy. A majority of the street and highway projects anticipated under the RTP/SCS would be for the purpose of alleviating congestion within major residential and/or commercial centers in the Fresno region and are intended to increase connectivity between towns or cities in the region.

Factors that account for population growth include natural increase and net migration. The average annual birth rate for California is expected to be 13 births per 1,000 population by 2020. Additionally, California is expected to attract more than one third of the country's immigrants.

There is some debate as to whether the Project is a response to growth, whether it facilitates growth or in fact induces growth. Infrastructure of any type can be argued to do any one of these. In the case of the Project, the RTP/SCS are considered to be, overall, a response to growth; however, individual transportation or future development projects may facilitate or even induce growth. If existing transportation deficiencies are not addressed and future projected travel needs are not accommodated, then some localized areas of the region expected to receive new jobs and/or housing may become undesirable, causing the regional growth total to change or growth to be redistributed.

New or improved transportation facilities provide access to areas of new development, thereby allowing more people and jobs to locate in growth areas. Without these facilities, the lack of access could force development into areas with existing transportation infrastructure, thereby shifting population and employment growth from one area of the region to another. From this standpoint, the inclusion of new or upgraded transportation facilities in the Project could be considered growth inducing in some localities.

The specific impacts on regional growth and dispersion will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-404 – 3-405.)

Project-Level Mitigation Measures

- ✓ **PHE 3.14.1-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect projects included in the 2018 RTP and future land use allocations reflected in the SCS.

Impact PHE 3.14.2 - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PHE 3.14.2-1, PHE 3.14.2-2, PHE 3.14.2-3,** and **PHE 3.14.2-4** will provide the framework and direction to avoid or reduce impacts on community displacement, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-406 – 3-407.)

Rationale

The Project could potentially displace or relocate residences and businesses through acquisition of land and buildings necessary for highway, arterial, and transit improvements, as well as future land use development. This would be considered a potentially significant impact.

The proposed transportation improvements and future land use development could result in significant impacts related to the displacement or relocation of homes and businesses. In some cases, buildings on residential, commercial, and industrial land may have to be removed in order to make way for new or expanded transportation facilities or other future land uses or development. In other cases, certain transportation improvements or future land use development could permanently alter the characteristics and qualities of a neighborhood. In any case, the potential for displacement and disruption are major considerations in the final design of individual transportation improvements and future development and are addressed in the design and development of mitigation programs. From the regional perspective, it is assumed that some residential and commercial displacement and disruption will occur.

Many of the improvement projects proposed by the Project that focus on maintaining and operating the existing regional system will occur on existing roadways and will not require the acquisition of land. This is true of most of the proposed carpool lanes, bus lines, transportation demand management projects, intelligent transportation systems, and road maintenance projects and programs. These transportation

projects will generally not require the displacement of residences or businesses as the rights-of-way have already been acquired. Other proposed projects, new or expanded highway interchanges, arterial improvements, and future land use development consistent with the SCS have the potential to impact residential units and businesses. Depending on the alignments selected, they have the potential to impact residential or commercial areas and construction of these projects may require acquisition of new rights-of-way or development sites. Depending on the location and scope of these projects, potential impacts could be as major as removal of several homes or businesses or as minor has extending into existing rights-of-way.

The specific impacts on community displacement will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-406 – 3-407.)

Project-Level Mitigation Measures

- ✓ **PHE 3.14.2-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect projects included in the 2018 RTP and future land use allocations reflected in the SCS.

- ✓ **PHE 3.14.2-2** For projects with the potential to displace homes or businesses, project and future development implementation agencies will evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to persons or businesses are involved. Potential impacts will be minimized to the extent feasible.

- ✓ **PHE 3.14.2-3** Project implementation agencies should identify businesses and residences to be displaced. As required by law, relocation and assistance will be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City and County policies.

- ✓ **PHE 3.14.2-4** Project implementation agencies will develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods.

Impact PHE 3.14.3 - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PHE 3.14.3-1** and **PHE 3.14.3-2** will provide the framework and direction to avoid or reduce impacts that could potentially disrupt or divide communities, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-407 – 3-408.)

Rationale

The Project has the potential to disrupt or divide a community by separating community facilities, restricting community access and eliminating community amenities. This is a potentially significant impact. New transportation facilities or expansion of existing facilities could contribute to changes to community character in some areas of the region. The widening of a roadway could be perceived as too great a distance to cross by a pedestrian and thus divide a community. An elevated grade crossing may create a physical barrier in some locations. New transportation corridors may traverse community open space thus eliminating a community amenity. Each of the jurisdictions includes improvements to arterial roadways. Arterial roadways generally serve the local network of streets and provide access to community amenities and public facilities. Changes to these arterial roadways, such as roadway widening that impede pedestrian crossing could create a real or perceived barrier to community amenities such as parks, schools, and other public facilities located across the arterial.

The specific impacts on disrupting or dividing communities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-407 – 3-408.)

Project-Level Mitigation Measures

- ✓ **PHE 3.14.3-1** Project implementation agencies will design new transportation facilities that protect access to existing community facilities. During the design phase of the individual improvement project, community amenities and facilities should be identified and access to them considered in the design of the individual improvement project.

- ✓ **PHE 3.14.3-2** Project implementation agencies will design roadway improvements, in a manner that minimizes barriers to pedestrians and bicyclists. During the design phase, pedestrian and bicycle routes will be determined that permit easy connections to community facilities nearby in order not to divide the communities.

A.6-N PUBLIC UTILITIES, OTHER UTILITIES AND SERVICES SYSTEMS

Impact PU 3.15.1 - Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PU 3.15.1-1, PU 3.15.1-2, PU 3.15.1-3, PU 3.15.1-4,** and **PU 3.14.1-5** will provide the framework and direction to avoid or reduce the impacts on public services, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-424 – 3-427.)

Rationale

Construction and implementation of improvement and future land use development projects could affect the level of police, fire, medical, and other public services and facilities in the County. With mitigation, this would be a less-than-significant impact. It is possible that with RTP/ SCS improvements there may be a reduction in congestion and slowing allowing for improved emergency responder response times.

Numerous agencies within multiple jurisdictions in the County provide fire protection, emergency medical services, and police services. Depending upon the timing, location, and duration of construction activities, proposed transportation improvement projects and land use development projects could delay emergency response times or otherwise disrupt delivery of emergency services. Emergency routes would be impaired if one or more lanes of a roadway in Fresno County were closed off due to transportation or land use development construction activities. Traffic delays and prevention of access to calls for service could potentially result.

While these impacts would be short-term in nature, they could be potentially significant. Each individual improvement or land use development project will be analyzed to determine the degree of impact to emergency services, as part of project-specific environmental review. Adherence to road encroachment permits by the implementing agency could reduce individual improvement project construction-related impacts to emergency vehicle access and response times. As part of the construction mitigation strategy, a traffic control plan should be prepared to further reduce impacts on traffic and emergency response vehicles. Additionally, there is the potential need for increased police, fire, and medical services at the construction sites of projects for safety purposes. The impact of the construction sites themselves on police, fire, and emergency medical services is anticipated to be short-term in nature and less-than-significant.

The Project includes several types of improvement and future land use development projects that, upon completion, would require different levels of police, fire, and medical services. Projects involving new roadways are anticipated to require police, fire, and emergency medical services for safety purposes. In many cases, transit-related projects would involve the construction of transit stations. Upon completion, these transit stations would require police, fire, and emergency medical services. In some cases, the governing transit authority provides security. Additionally, the increased use of transit modes of transportation, such as buses and trains, would involve an increased need for police, fire, and emergency medical services for protection and rescue services. Finally, various future land use development, such as residential and commercial uses increase the need for emergency services.

Rail projects, other than transit stations and other types of future land use development, such as many industrial and office facilities, are anticipated to require minimal amounts of additional fire, police, and

emergency medical services for safety purposes. The improvement of and the use of non-motorized transportation methods, such as bike routes, are anticipated to require minimal amounts of additional police, fire, and emergency medical services. If restrooms or drinking fountains were incorporated into non-motorized transportation projects, these uses would require a minimal amount of police, fire, and emergency medical for security and safety.

Public service and utility providers have historically accommodated increases in demand throughout the County. For the most part, improvement projects and future land use developments would not generate a substantial need for additional police, fire, and emergency medical services, except in the case where new facilities and developments are constructed. Local jurisdictions are expected to be equipped to handle any increased demands for fire and medical services generated by facilities and developments, like transit stations and major government facilities. If any new transit police staff or facility is deemed necessary (by the individual improvement project level CEQA documentation), it will need to be funded by the appropriate transit authority. The total projected demand for each of these types of projects is not anticipated to be significant, based on the demand for public service and utility for similar projects and on the current capacities of existing fire, police, and medical services.

As discussed in the Section 3.14 of the Draft PEIR (Population and Housing), population in the County will increase significantly over the next 24 years, with or without the Project. In general, Fresno COG does not anticipate that the Project will substantially affect population distribution on a regional basis. However, transportation projects and future land use developments in the less developed areas of the region could experience a corresponding increase in demand because of the RTP/SCS. Depending on the amount of increase in population, the increase in the demand for these services has the potential to be a significant impact in those specific areas. However, any construction resulting from the Project within the County will be subject to further environmental review. With the following mitigation measures, this impact would be reduced to a level of insignificance.

It is possible that underground utility lines (sewer, gas, electricity, telephone and water) could be uncovered and potentially severed because of construction of transportation projects or future land use development. Above ground power, phone and cell towers could also be affected due to the construction of projects.

The potential to encounter underground utility lines, and potentially sever those lines, is a possibility with any groundbreaking in the Fresno region. However, prior to construction, the implementing agency would be required to incorporate the locations of existing utility lines into the construction schedule.

The specific impacts on public services and utilities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation

improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-424 – 3-427.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.1-1** Prior to construction, the project implementation agency will ensure that all necessary local and state permits are obtained. The project implementation agency also will comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:
  - Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
  - Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
  - Schedule truck trips outside of peak morning and evening commute hours.
  - Limit lane closures during peak hours to the extent possible.
  - Use haul routes, minimizing truck traffic on local roadways, to the extent possible.
  - Include detours for bicycles and pedestrians in all areas potentially affected by individual improvement project construction.
  - Install traffic control devices as specified in the Caltrans Manual of Traffic Controls for Construction and Maintenance Work Zones.
  - Develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. Access plans will be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions will be asked to identify detours for emergency vehicles, which will then be posted by the contractor. The facility owner or operator will be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures.
  - Store construction materials only in designated areas.
  - Coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

- ✓ **PU 3.15.1-2** Transportation and future land use development projects requiring police protection, fire service, and emergency medical service will coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current levels of service at the individual improvement

project or future land use development site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service will be identified in each individual improvement project's CEQA documentation.

- ✓ **PU 3.15.1-3** The growth inducing potential of individual transportation and future land use development projects will be carefully evaluated so that the full implications of the 2018 RTP/SCS are understood. Individual environmental documents will quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities. Lead and responsible agencies should then make any necessary adjustments to the applicable general plan.

- ✓ **PU 3.15.1-4** As part of transportation project-specific or future land use development project-specific environmental review, implementing agencies will evaluate the impacts resulting from the potential for severing underground utility lines during construction activities. Appropriate mitigation measures will be identified for all impacts. The implementing agencies will be responsible for ensuring adherence to mitigation measures. Fresno COG will be provided with documentation indicating compliance with mitigation measures.

- ✓ **PU 3.15.1-5** Prior to construction, the implementing agency or contractor will identify the locations of existing utility lines. All known utility lines will be avoided during construction.

Impact PU 3.15.2 - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **PU 3.15.2-1** will provide the framework and direction to avoid or reduce the identified impacts on wastewater treatment, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-428 – 3-429.)

Rationale

Wastewater treatment facilities and collection systems must have adequate capacity to prevent overflows, spills, or a release of untreated or partially treated wastewater, which has the potential to pollute surface and ground waters, threaten public health, adversely affect aquatic life, and impair the recreational use and enjoyment of surface waters. Untreated wastewater often contains high levels of suspended solids, pathogenic organisms, toxic pollutants, nutrients, oil, and grease, and an overflow could result in the closure of beaches and other recreational areas, inundate properties, and pollute rivers and streams.

Forecast growth and land use changes expected to occur as part of the 2018 RTP/SCS would be primarily focused in previously developed urban areas that are served by existing wastewater treatment facilities and collection systems. Increases in population and housing density would result in a corresponding increase in the volume of wastewater compared to existing conditions and could require the expansion of treatment facilities and collection systems to ensure sufficient capacity. In rural areas, new development could require construction of on-site wastewater treatment systems.

Impacts to wastewater treatment requirements are typically controllable and can be mitigated below a level of significance through actions of the implementing agency, including adherence to existing regulations, such as those issued and enforced through the State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), and Best Management Practices (BMPs).

The specific impacts on wastewater treatment facilities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-428 – 3-429.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.2-1** During the CEQA review process for individual facilities, implementing agencies should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities.

<u>Impact PU 3.15.3</u> - Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PU 3.15.3-1, PU 3.15.3-2, PU 3.15.3-3, PU 3.15.3-4,** and **PU 3.14.3-5** will provide the framework and direction to avoid or reduce the impacts to solid waste, wastewater, and potable water services, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-429 – 3-431.)

Rationale

Demand for solid waste, wastewater, and potable water services in the County could be affected by construction and implementation of transportation improvement projects and future land use developments.

Transportation and future land use and development projects have the potential to generate a significant amount of solid waste during construction through grading and excavation activities. Any increases in demand for wastewater and potable water services resulting from the 2018 RTP/SCS are expected to be minimal during construction. Construction debris would be recycled or transported to the nearest landfill site and disposed of appropriately. Currently, several landfills in the region function at or below their permitted capacity. Therefore, the projects proposed are not anticipated to generate a significant impact on solid waste facilities during construction. Nevertheless, the amount of debris generated during individual improvement project or future land use development project construction would need to be evaluated prior to construction on a project-by-project basis.

It is assumed that, upon completion, projects will require additional public services and utilities to handle increased demand for wastewater and solid waste services, increased demand for potable water, and, in some cases, increased demand for reclaimed water for landscaping purposes. These increases would need to be evaluated on a project-by-project basis. Projects involving roadway construction and future land use development are anticipated to require potable or reclaimed water for landscaping purposes. These increases would need to be evaluated on a project-by-project basis.

Transit-related projects would involve the construction of transit stations in many cases. Incremental amounts of potable water would be generated at these transit stations for restrooms, public drinking water, and landscaping. Additionally, a minimal increase in the demand for potable water, wastewater service, and solid waste collection would be created by increased use of transit methods, such as buses and trains.

With the exception of transit-related rail, unless rail projects involve the construction of additional railways or facilities, they are not anticipated to require additional wastewater, solid waste, or potable water service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of solid waste, waste water, and potable water service, other than drinking fountains. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of solid waste (for trash receptacles), wastewater (for toilets, water fountains, and faucets), and potable water (for faucets, drinking fountains, and landscaping) services.

Public service and utility providers have accounted for increases in the public needs throughout the County. In most cases, wastewater and potable water infrastructures function well below their capacities. In addition, solid waste facilities, including transfer stations and landfills, commonly accept levels of solid waste well below their maximum capacities. Based on the demand for public services and utilities for similar projects, and on the current capacities of existing public services and utilities, the local projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project-by-project basis.

The specific impacts on public services and utilities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-429 – 3-431.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.3-1** Projects requiring wastewater service, solid waste collection, or potable water service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation. Encourage local agencies to pursue drinking water system consolidation and extension of drinking water services where drinking water quality is compromised as a result of RTP projects.

- ✓ **PU 3.15.3-2** Reclaimed water will be used for landscaping purposes instead of potable water wherever feasible.

- ✓ **PU 3.15.3-3** Each of the proposed transportation improvement projects or future land use developments will comply with applicable regulations related to solid waste disposal.

- ✓ **PU 3.15.3-4** The construction contractor will work with Recycling Coordinators to ensure that source reduction techniques and recycling measures are incorporated into individual transportation improvement or future land use development project construction.

- ✓ **PU 3.15.3-5** The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

Impact PU 3.15.4 - Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make

infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)
While implementation and monitoring of Mitigation Measures **PU 3.15.4-1, PU 3.15.3-2,** and **PU 3.14.3-3** will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-431 – 3-433.)

Rationale

Storm water drainage facilities are necessary to drain excess water from paved streets, parking lots, sidewalks, and roofs to prevent flooding after rain events. Ensuring adequate capacity and design of storm water drainage facilities allows for the safe management of large volumes of water and conveyance of runoff to a point of disposal. Growth and development and transportation improvements expected to occur as part of the 2018 RTP/SCS would be primarily focused in previously developed urban areas. Urban areas have limited amounts of vacant land where rainwater and urban runoff can percolate into the soil, and new infill development in urban areas would not result in a substantial increase in impervious surfaces. In addition, development in urban areas would be served by existing storm drain collection systems. A limited number of new developments in urban areas would convert undeveloped land to impermeable surfaces, resulting in an increase in storm water runoff, which could potentially exceed the capacity of existing storm water drainage facilities.

Development in rural areas would convert undeveloped land to impermeable surfaces from the development of rooftops, parking lots, roads, and driveways, and would result in an increase in storm water runoff. In these areas, there are not typically storm water drainage systems, and increases in the amount of impermeable surfaces could result in volumes of runoff requiring the construction of new or expansion of existing facilities. The local projected demand for stormwater facilities is not anticipated to be significant but will need to be analyzed on a project-by-project basis. In addition, the transportation of construction materials to and from the sites during individual transportation improvement project or future land use development project construction could cause accumulation of soil on roadways surrounding the construction sites. Hauling trucks could track soil from the construction site onto adjacent streets during construction of projects, particularly those involving excavation. Since street cleaning activities typically occur only once a month or less in a particular area, increased soil on local streets would increase the demand for street cleaning.

The specific impacts on public services and utilities will be evaluated as part of the implementing agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction.

Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-431 – 3-433.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.4-1** During the CEQA review process for individual RTP/SCS projects, implementing agencies with responsibility for the construction of new storm water drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs should apply necessary mitigation measures, including actions set forth in regional watershed management plans, to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities.

- ✓ **PU 3.15.4-2** As part of transportation project-specific and future land use development project-specific environmental review, implementing agencies will evaluate the impacts resulting from soil accumulation during construction of the transportation projects and future land use developments. Appropriate mitigation measures will be identified for all impacts. The implementing agencies will be responsible for ensuring adherence to the mitigation measures. Fresno COG will be provided with documentation indicating compliance with mitigation measures.

- ✓ **PU 3.15.4-3** Implementing agencies should implement appropriate measures, such as the washing of construction vehicles undercarriages before leaving the construction site or increasing the use of street cleaning machines, to reduce the amount of soil on local roadways as a result of construction.

Impact PU 3.15.5 - Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make

infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PU 3.15.5-1, PU 3.15.5-2, PU 3.15.5-3,** and **PU 3.15.5-4** will provide the framework and direction to avoid or reduce the impacts to potable water services, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-433 – 3-435.)

Rationale

Demand for potable water services in the County could be affected by construction and implementation of transportation improvement projects and future land use developments. Any increases in demand for potable water services resulting from the 2018 RTP/SCS are expected to be minimal during construction.

It is assumed that, upon completion, projects will require additional public services and utilities to handle increased demand for potable water, and, in some cases, increased demand for reclaimed water for landscaping purposes. These increases would need to be evaluated on a project-by-project basis. Projects involving roadway construction and future land use development are anticipated to require potable or reclaimed water for landscaping purposes. These increases would need to be evaluated on a project-by-project basis.

Transit-related projects would involve the construction of transit stations in many cases. Incremental amounts of potable water would be generated at these transit stations for restrooms, public drinking water, and landscaping. Additionally, a minimal increase in the demand for potable water would be created by increased use of transit methods, such as buses and trains. With the exception of transit-related rail, unless rail projects involve the construction of additional railways or facilities, they are not anticipated to require additional potable water service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of potable water service, other than drinking fountains. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of potable water (for faucets, drinking fountains, and landscaping) services.

Public service and utility providers have accounted for increases in the public needs throughout the County. In most cases, potable water infrastructures function well below their capacities. Based on the demand for public services and utilities for similar projects, and on the current capacities of existing public services and utilities, the local projected demand for potable water is not anticipated to be significant but will need to be analyzed on a project-by-project basis.

The specific impacts on public services and utilities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-433 – 3-435.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.5-1** Projects requiring potable water service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation.

- ✓ **PU 3.15.5-2** Reclaimed water will be used for landscaping purposes instead of potable water wherever feasible.

- ✓ **PU 3.15.5-3** In January 2014 the Governor declared an emergency drought declaration for the State. Long-term water supply documents anticipate that drought (including severe single-year drought) are regular occurrences within the State. Because the 2018 RTP/SCS do not propose or approve any development of any water demand projects, the Governor's drought declaration does not indicate that there is a significant water supply impact associated with the RTP/ SCS.

- ✓ **PU 3.15.5-4** Local agencies shall form Groundwater Sustainability Agencies (GSAs) in accordance with the collection of State legislation [AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)] known as the Sustainable Groundwater Management Act (SGMA), as applicable, to manage high and medium priority basin sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

<u>Impact PU 3.15.6</u> - Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **PU 3.15.6-1** will provide the framework and direction to avoid or reduce the impacts on wastewater services, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-435 – 3-436.)

Rationale

Demand for wastewater services in the County could be affected by construction and implementation of transportation improvement projects and future land use developments. Any increases in demand for wastewater services resulting from the 2018 RTP/ SCS are expected to be minimal during construction. It is assumed that, upon completion, projects will require additional public services and utilities to handle increased demand for wastewater. These increases would need to be evaluated on a project-by-project basis.

Transit-related projects would involve the construction of transit stations in many cases. A minimal increase in the demand for wastewater service would be created by increased use of transit methods, such as buses and trains.

With the exception of transit-related rail, unless rail projects involve the construction of additional railways or facilities, they are not anticipated to require additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater services. If restrooms are incorporated into non-

motorized transportation projects, these uses would also require minimal amounts of wastewater (for toilets, water fountains, and faucets) services.

Public service and utility providers have accounted for increases in the public needs throughout the County. In most cases, wastewater infrastructures function well below their capacities. Based on the demand for public services and utilities for similar projects, and on the current capacities of existing public services and utilities, the local projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project-by-project basis.

The specific impacts on public services and utilities will be evaluated as part of the implantation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measure referenced below. (Draft PEIR, pp. 3-435 – 3-436.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.6-1** Projects requiring wastewater service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation.

Impact PU 3.15.7 - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make

infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **PU 3.15.7-1, PU 3.15.7-2, PU 3.15.7-3,** and **PU 3.15.7-4** will provide the framework and direction to avoid or reduce the impacts to solid waste services, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-437 – 3-438.)

Rationale

Demand for solid waste services in the County could be affected by construction and implementation of transportation improvement projects and future land use developments. Transportation and future land use and development projects have the potential to generate a significant amount of solid waste during construction through grading and excavation activities. Construction debris would be recycled or transported to the nearest landfill site and disposed of appropriately. Currently, several landfills in the region function at or below their permitted capacity. Therefore, the projects proposed are not anticipated to generate a significant impact on solid waste facilities during construction. Nevertheless, the amount of debris generated during individual improvement project or future land use development project construction would need to be evaluated prior to construction on a project-by-project basis.

It is assumed that, upon completion, projects will require additional public services and utilities to handle increased demand for solid waste services. These increases would need to be evaluated on a project-by-project basis.

Transit-related projects would involve the construction of transit stations in many cases. A minimal increase in the demand for solid waste collection would be created by increased use of transit methods, such as buses and trains.

With the exception of transit-related rail, unless rail projects involve the construction of additional railways or facilities, they are not anticipated to require additional solid waste service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of solid waste. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of solid waste (for trash receptacles) services.

Public service and utility providers have accounted for increases in the public needs throughout the County. In most cases, solid waste facilities, including transfer stations and landfills, commonly accept levels of solid waste well below their maximum capacities. Based on the demand for public services and utilities for similar projects, and on the current capacities of existing public services and utilities, the

local projected demand for solid waste services is not anticipated to be significant but will need to be analyzed on a project-by-project basis.

The specific impacts on public services and utilities will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-437 – 3-438.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.7-1** Projects requiring solid waste collection will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation.

- ✓ **PU 3.15.7-2** Each of the proposed transportation improvement projects or future land use developments will comply with applicable regulations related to solid waste disposal.

- ✓ **PU 3.15.7-3** The construction contractor will work with Recycling Coordinators to ensure that source reduction techniques and recycling measures are incorporated into individual transportation improvement or future land use development project construction.

- ✓ **PU 3.15.7-4** The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

Impact PU 3.15.8 - Comply with federal, state, and local statutes and regulations related to solid waste.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **PU 3.15.8-1** will provide the framework and direction to avoid or reduce the identified impacts on solid waste, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-438 – 3-439.)

Rationale

Forecast growth and land use changes expected to occur as part of the 2018 RTP/ SCS would be primarily focused in previously developed urban areas that are served by existing solid waste collection systems. Increases in population and housing density would result in a corresponding increase in the volume of solid waste compared to existing conditions and could require the expansion of collection systems to ensure sufficient capacity.

Impacts to solid waste can be mitigated below a level of significance through actions of the implementing agency, including adherence to existing federal, state, and local statutes and regulations.

The specific impacts on solid waste collection systems will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s). Implementation agencies will ultimately be responsible for ensuring adherence to the mitigation measures identified prior to construction. Given that Fresno COG does not have land use authority to approve development projects, their role will be to encourage inclusion of the mitigation measures referenced below. (Draft PEIR, pp. 3-438 – 3-439.)

Project-Level Mitigation Measures

- ✓ **PU 3.15.8-1** During the CEQA review process for individual facilities, implementing agencies should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities.

A.6-O TRANSPORTATION/TRAFFIC

<u>Impact TT 3.17.1</u> - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

Implementation and monitoring of Mitigation Measure **TT 3.17.1-1** through **TT 3.17.1-49** would require implementing agencies to avoid or mitigate impacts to all types of transportation facilities (multi-modal). Fresno COG does not have land use authority, nor does it have the ability to design and construct transportation improvement projects and future land use developments included in the RTP/SCS. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies. Therefore, the impact is considered significant and unavoidable. (Draft PEIR, pp. 3-511 – 3-524.)

Rationale

The proposed 2018 RTP/SCS results in daily VMT increases of over 9 million miles (a 40 percent increase from the 2014 baseline VMT), due to the travel associated with 389,084 new residents (a 40.6 percent increase from 2014 baseline population) in Fresno County. While the proposed RTP/SCS increase VMT by 40% relative to 2014, the percent VMT in congestion only increases by 7.72% over this same time period. This minor increase indicates that the land use changes and transportation investments in the proposed RTP/SCS are effectively working together to improve system efficiency. This is achieved through both land use and transportation changes in the RTP/SCS that encourage more compact land uses that are more effectively served by transit, walking, and biking, and therefore generate less vehicle travel. Concentrating development in transit corridors likely increases transit usage. In addition, an

emphasis on transit service and complete streets in appropriate land uses and areas will likely increase multi-modal travel options. Road and highway projects focus on relieving vehicle congestion while other Blueprint strategies allow for better optimization of existing transportation infrastructure.

Although the project focuses on relieving vehicle congestion to the extent possible, it does cause an increase in VMT and that leads to an increase in traffic congestion. This is a significant impact of the project.

The potential impact of the 2018 RTP/SCS on adjacent jurisdictions was considered. However, the project does not include land use changes in adjacent counties and therefore would not cause trip generation increases in adjacent counties. The RTP/SCS will tend to make changes to the distribution of trips in adjacent counties and therefore does have the potential to cause significant traffic impacts in adjacent counties. This is considered to be a significant and unavoidable impact of the Project.

To determine the Year 2042 LOS for each segment along the Regionally Significant Roads System, segment LOS was estimated using the Fresno COG Traffic Model. The Model considers the capacity of individual segments based on numerous roadway variables (freeway design speed, signalized intersections per mile, number of lanes, saturation flow, etc.). Results of the 2042 LOS segment analysis with the Project (2018 RTP/SCS) along the RTP Regionally Significant Roads System are reflected in Figure 3-36 (FCMA) and Figure 3-37 (Fresno County) of the Draft PEIR. Those segments with levels of service at E or F are considered deficient and a significant impact. Other details related to the Project condition are provided in Table 3-100 of the Draft PEIR.

The resultant number of deficient facilities along the Regionally Significant Roads System with and without the Project indicates that when the Individual improvement project improvements are made to the regionally significant street and highway system, LOS conditions within the Fresno County region will significantly improve. Capacity increasing projects that would improve these deficient levels of service are not included in the Project.

Referencing Tables 3-101 and 3-105 of the Draft PEIR, congestion decreases with the Project compared to the No Project Alternative as referenced in Chapter 4 of the Draft PEIR. Transit use increases with the Project compared to the 2014 base line and to the No Project Alternative as referenced in Chapter 4 of the Draft PEIR. In addition, employment choices are increased for both automobile and transit users. Because one of the stated objectives of the Project is to reduce congestion and improve mobility, this is considered a significant beneficial impact. As reflected in Figures 3-27 and 3-28 of the Draft PEIR for the 2014 base year condition and in Figures 3-36 and 3-37 of the Draft PEIR for the Project condition in the Draft PEIR, segment LOS deficiencies will increase with the Project. While the Project will improve deficient levels of service compared to the No Project Alternative (reference Chapter 4 of the Draft PEIR), the Project will not address all deficient levels of service anticipated in the future.

Implementation of street and highway improvement projects and programs generally will serve to improve traffic flows and reduce congestion and delay within Fresno County. However, street and highway needs are constrained by limited funding sources that are necessary to implement additional projects along the regional transportation system. As indicated, traffic increases are projected to occur given the forecasted population growth in Fresno County.

To address related impacts such as increased VMT and VHT, and to support auto trip-making consistent with policies contained in the 2018 RTP/SCS, Fresno COG recommends the mitigation measures below. (Draft PEIR, pp. 3-511 – 3-524.)

Fresno COG Mitigation Measures

- ✓ **TT 3.17.1-2** Fresno COG will continue to secure funding programs considering a projects ability to enhance complete streets objectives

- ✓ **TT 3.17.1-3** Beyond the currently financially and institutionally feasible measures included in the 2018 RTP/SCS, Fresno COG will identify further reduction in VMT, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs, additional vanpools, and additional bicycle programs.

- ✓ **TT 3.17.1-4** Transportation Planning: Fresno COG will assist local jurisdictions to encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.

- ✓ **TT 3.17.1-6** The Plan includes measures intended to reduce vehicle hours of delay. These include: system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce delay. Fresno COG shall encourage local agencies to fully implement these policies and projects.

- ✓ **TT 3.17.1-7** The Plan includes measures intended to reduce daily heavy-duty truck vehicle hours of delay. These include: goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. Fresno COG shall encourage local agencies to fully implement these policies and projects.

- ✓ **TT 3.17.1-30** Ride-Share Programs: Fresno COG and local jurisdictions can and should promote ride sharing programs, including:
  - Designate a certain percentage of parking spaces for ride-sharing vehicles;
  - Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles;
  - Provide a web site or message board for coordinating shared rides;
  - Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit;
  - Hire or designate a rideshare coordinator to develop and implement ridesharing programs.

Project-Level Mitigation Measures

- ✓ **TT 3.17.1-1** Measures intended to reduce VMT and reduce VHT or congestion levels are part of the RTP/SCS. These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use/transportation connection through increased densities, other Travel Demand Management measures described in the RTP and in local agency General Plans, and key transportation investments targeted to reduce congestion levels and improve LOS.

- ✓ **TT 3.17.1-5** Local jurisdictions can and should promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.

- ✓ **TT 3.17.1-8** Local jurisdictions can and should encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.

- ✓ **TT 3.17.1-9** Local jurisdictions can and should encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.

- ✓ **TT 3.17.1-10** Transit agencies can and should encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.

- ✓ **TT 3.17.1-11** Project sponsors can and should build or fund a major transit stop within or near the development.

- ✓ **TT 3.17.1-12** Local jurisdictions and transit agencies can and should provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers.

- ✓ **TT 3.17.1-13** Local jurisdictions and project sponsors can and should incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.

- ✓ **TT 3.17.1-14** Local jurisdictions can and should require amenities for non-motorized transportation, such as secure and convenient bicycle parking.

- ✓ **TT 3.17.1-15** Local jurisdictions can and should ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.

- ✓ **TT 3.17.1-16** Local jurisdictions can and should connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.

- ✓ **TT 3.17.1-17** Local jurisdictions can and should create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

- ✓ **TT 3.17.1-18** Local jurisdictions can and should work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.

- ✓ **TT 3.17.1-19** Local jurisdictions and transit agencies can and should provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.

- ✓ **TT 3.17.1-20** Local jurisdictions can and should educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.

- ✓ **TT 3.17.1-21** Project Selection: Local jurisdictions can and should give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

- ✓ **TT 3.17.1-22** System Interconnectivity: Local jurisdictions can and should create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative

modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following:

- Ensure transportation centers are multi-modal to allow transportation modes to intersect;
- Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail;
- To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges;
- Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations;
- Coordinate schedules and routes across service lines with neighboring transit authorities;
- Support programs to provide "station cars" for short trips to and from transit nodes (e.g., neighborhood electric vehicles);
- Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more;
- Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, rights-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles;
- Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets;
- Use park-and-ride facilities to access transit stations only at ends of regional transitways or where adequate feeder bus service is not feasible.

✓ **TT 3.17.1-23** Transit System Infrastructure: Local jurisdictions can and should upgrade and maintain transit system infrastructure to enhance public use, including:

- Ensure transit stops and bus lanes are safe, convenient, clean and efficient;
- Ensure transit stops have clearly marked street-level designation, and are accessible;
- Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate;
- Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.

✓ **TT 3.17.1-24** Customer Service: Transit agencies can and should enhance customer service and system ease-of-use, including:

- Develop a Regional Pass system to reduce the number of different passes and tickets required of system users;

- Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service);
- Investigate the feasibility of an on-line trip-planning program.

✓ **TT 3.17.1-25** Transit Funding: Local jurisdictions can and should prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, including:

- Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic;
- Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.

✓ **TT 3.17.1-26** Transit and Multimodal Impact Fees: Local jurisdictions can and should assess transit and multimodal impact fees on new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.

✓ **TT 3.17.1-27** System Monitoring: Local jurisdictions can and should monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.

✓ **TT 3.17.1-28** Arterial Traffic Management: Local jurisdictions can and should modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.

✓ **TT 3.17.1-29** HOV Lanes: Local jurisdictions can and should encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.

✓ **TT 3.17.1-31** Employer-based Trip Reduction: Local jurisdictions can and should support voluntary, employer-based trip reduction programs, including:

- Provide assistance to regional and local ridesharing organizations;
- Advocate for legislation to maintain and expand incentives for employer ridesharing programs;
- Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes;
- Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.

- ✓ **TT 3.17.1-32** Ride Home Programs: Local jurisdictions can and should implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.

- ✓ **TT 3.17.1-33** Local Area Shuttles: Transit agencies can and should encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.

- ✓ **TT 3.17.1-34** Local jurisdictions and transit agencies can and should create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.

- ✓ **TT 3.17.1-35** Local jurisdictions can and should work with existing shuttle service providers to coordinate their services.

- ✓ **TT 3.17.1-36** Low- and No-Travel Employment Opportunities: Local jurisdictions can and should facilitate employment opportunities that minimize the need for private vehicle trips, including:
  - Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations;
  - Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

- ✓ **TT 3.17.1-37** Local jurisdictions can and should support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders and providing incentives.

- ✓ **TT 3.17.1-38** Development Standards for Bicycles: Local jurisdictions can and should establish standards for new development and redevelopment projects to support bicycle use, including:
  - Amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, by incorporating the following:
    - "Complete Streets" policies that foster equal access by all users in the roadway design;
    - Bicycle and pedestrian access internally and in connection to other areas through easements;
    - Safe access to public transportation and other non-motorized uses through construction of dedicated paths;
    - Safe road crossings at major intersections, especially for school children and seniors;
    - Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas;
    - Street standards will include provisions for bicycle parking within the public rights-of- way.

- ✓ **TT 3.17.1-39** Local jurisdictions can and should require new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:
  - Construction of weatherproof bicycle facilities where feasible, and at a minimum, bicycle racks or covered, secure parking near the building entrances;
  - Provision and maintenance of changing rooms, lockers, and showers at large employers or employment centers.
  - Prohibit projects that impede bicycle and pedestrian access, such as large parking areas that cannot be safely crossed by non-motorized vehicles, and developments that block through access on existing or potential bicycle and pedestrian routes;
  - Encourage the development of bicycle stations at intermodal hubs, with attended or "valet" bicycle parking, and other amenities such as bicycle rental and repair, and changing areas with lockers and showers;
  - Conduct a connectivity analysis of the existing bikeway network to identify gaps and prioritize bikeway development where gaps exist.
- ✓ **TT 3.17.1-40** Bicycle and Pedestrian Trails: Local jurisdictions can and should establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel and will provide bike racks along these trails at secure, lighted locations.

- ✓ **TT 3.17.1-41** Bicycle Safety Program: Local jurisdictions can and should develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.

- ✓ **TT 3.17.1-42** Bicycle and Pedestrian Project Funding: Local jurisdictions can and should pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects, including, as appropriate:
  - Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects;
  - Establish development exactions and impact fees to fund bicycle and pedestrian facilities;
  - Use existing revenues, such as State gas tax subventions, sales tax funds, and general fund monies for projects to enhance bicycle use and walking for transportation.

- ✓ **TT 3.17.1-43** Bicycle Parking: Local jurisdictions can and should adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments.

- ✓ **TT 3.17.1-44** Local jurisdictions can and should implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.

- ✓ **TT 3.17.1-45** Pedestrian and Bicycle Promotion: Local jurisdictions can and should work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.

- ✓ **TT 3.17.1-46** Trip Reduction Program: Local jurisdictions can and should implement a program to reduce vehicle trips by employees, including:
  - Providing incentives and infrastructure for vanpooling and carpooling, such as pool vehicles, preferred parking, and a website or bulletin board to facilitate ride-sharing;
  - Providing subsidized passes for mass transit;
  - Offering compressed work hours, off-peak work hours, and telecommuting, where appropriate;
  - Offer a guaranteed ride home for employees who use alternative modes of transportation to commute.

- ✓ **TT 3.17.1-47** Bicycle Transportation Support: Local jurisdictions can and should promote and support the use of bicycles as transportation, including:
  - Providing bicycle stations with secure, covered parking, changing areas with storage lockers and showers, as well as a central facility where minor repairs can be made;
  - Providing bicycles, including electric bikes, for employees to use for short trips during business hours;
  - Implementing a police-on-bicycles program;
  - Providing a bicycle safety program, and information about safe routes to work.

- ✓ **TT 3.17.1-48** Transit Access to Municipal Facilities: Local jurisdiction and agency facilities can and should be located on major transit corridors, unless their use is plainly incompatible with other uses located along major transit corridors.

- ✓ **TT 3.17.1-49** Develop an Intelligent Transportation Systems strategy, consistent with the updated ITS Strategic Plan, to implement the Integrated Performance Management System Network that will:
  - Interconnect the region's local transportation management centers, including the use of cameras, and computer hardware and software to detect and clear accidents
  - Use technology to improve traffic signal timing in order to optimize traffic flow and transit service
  - Involve new equipment to improve on-time transit performance and provide real-time transit information at stops and stations.

Impact TT 3.17.2 - Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While improved mobility will result from implementation of the projects contained in the RTP as well as Mitigation Measures **TT 3.17.2-1** through **TT 3.17.2-7**, some significant unavoidable impacts, considering the regional minimum LOS policy of "D" will occur. LOS deficiencies will result along a number of regional street and highway segments and associated intersections because of the inability to widen such facilities due to funding and other constraints even with RTP projects. It is anticipated that even with implementation of the Project, significant LOS deficiencies will continue therefore; this impact would be considered significant and unavoidable. (Draft PEIR, pp. 3-524 – 3-529.)

Rationale

In contrast to previous Congestion Management Programs (CMP's), Fresno County's most recent CMP (adopted in September 2017) did not establish level of service standards for the County. Instead, the CMP established congestion measures based on travel speeds, as follows:

- ✓ 35 miles per hour for interstates, freeways, or expressways
- ✓ 15 miles per hour for principal arterials and all other NHS roads

While the CMP no longer establishes a level of service standard, it is considered important to calculate and document levels of service on Fresno County roadways and to establish a level of service standard for the RTP/SCS. For purposes of this environmental analysis, a minimum level of service of LOS "D" is used as the acceptable performance level along the Regionally Significant Roads System consistent with most local General Plan Circulation Elements.

To determine the Year 2042 LOS for each segment along the Regionally Significant Roads System, segment LOS was estimated using the Fresno COG Traffic Model. The Model considers the capacity of individual segments based on numerous roadway variables (freeway design speed, signalized

intersections per mile, number of lanes, saturation flow, etc.). Results of the 2042 LOS segment analysis with the Project (2018 RTP/SCS) along the RTP Regionally Significant Roads System are reflected in Figure 3-36 (FCMA) and Figure 3-37 (Fresno County) of the Draft PEIR. Those segments with levels of service at E or F are considered deficient and a significant impact. Other details related to the Project condition are provided in Table 3-105 of the Draft PEIR.

The resultant number of deficient facilities along the Regionally Significant Roads System with and without the Project indicates that when the Individual improvement project improvements are made to the regionally significant street and highway system, LOS conditions within the Fresno County region will significantly improve. Capacity increasing projects that would improve these deficient levels of service are not included in the Project.

Referencing Tables 3-101 and 3-105 of the Draft PEIR, congestion decreases with the Project compared to the No Project Alternative as referenced in Chapter 4. Transit use increases with the Project compared to the 2014 base line and to the No Project Alternative as referenced in Chapter 4 of the Draft PEIR. In addition, employment choices are increased for both automobile and transit users. Because one of the stated objectives of the Project is to reduce congestion and improve mobility, this is considered a significant beneficial impact. As reflected in Figures 3-27 and 3-28 of the Draft PEIR for the 2014 base year condition and in Figures 3-36 and 3-37 of the Draft PEIR for the Project condition, segment LOS deficiencies will increase with the Project. While the Project will improve deficient levels of service compared to the No Project Alternative (reference Chapter 4 of the Draft PEIR), the Project will not address all deficient levels of service anticipated in the future.

The potential impact of the 2018 RTP/SCS on adjacent jurisdictions was considered. However, the project does not include land use changes in adjacent counties and therefore would not cause trip generation increases in adjacent counties. The RTP/SCS will tend to make changes to the distribution of trips in adjacent counties and therefore does have the potential to cause significant traffic impacts in adjacent counties. This is considered to be a significant and unavoidable impact of the Project.

Implementation of street and highway improvement projects and programs generally will serve to improve traffic flows and reduce congestion and delay within Fresno County. However, street and highway needs are constrained by limited funding sources that are necessary to implement additional projects along the regional transportation system. As indicated, LOS deficiencies are projected to occur, even considering the wide range of financially constrained street and highway improvements identified in the RTP.

To address related impacts and to support policies contained in the 2018 RTP/SCS, the following mitigation measures are recommended, however the responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to

design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the mitigation measures below intended to avoid or reduce impacts identified. (Draft PEIR, pp. 3-524 – 3-529.)

Fresno COG Mitigation Measures

- ✓ **TT 3.17.2-1** A number of local street and road and State Route segments along the regional street and highway will experience deficient LOS conditions by 2042. Mitigation measures for these segments have not been identified or programmed in the RTP. Intersection improvements and lane additions would improve deficient levels of service to acceptable levels consistent with minimum LOS policies identified in the RTP; however, funding to address the improvements is not available or the costs to mitigate the deficiencies are prohibitive. Fresno COG should coordinate efforts to identify appropriate strategies that would improve deficient levels of service along the affected streets and highways. Fresno COG should work continue to with local agencies and Caltrans, District 6 to identify alternative improvements, associated cost estimates, and an implementation plan and schedule as part of various Caltrans studies and during update of local general plans and other planning efforts. Various funding sources should be analyzed as part of implementation plans and findings should be incorporated into future RTPs.

Project-Level Mitigation Measures

- ✓ **TT 3.17.2-2** Project sponsors of a commercial use can and should submit to the Lead Agency (or other appropriate government agency) a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The sponsor should implement the approved TDM plan. The TDM should include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel should be considered. Strategies to consider include the following:
  - Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
  - Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)
  - Signage and striping onsite to encourage bike safety
  - Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials
  - Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.
  - Direct transit sales or subsidized transit passes
  - Guaranteed ride home program
  - Pre-tax commuter benefits (checks)
  - On-site car-sharing program

- On-site carpooling program
- Distribution of information concerning alternative transportation options
- Parking spaces sold/leased separately
- Parking management strategies; including attendant/valet parking and shared parking spaces

✓ **TT 3.17.2-3** Project sponsors and construction contractors can and should meet with the appropriate Lead Agency (or other government agency) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor should develop a construction management plan for review and approval by the Lead Agency (or other government agency as appropriate). The plan should include at least the following items and requirements:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Location of construction staging areas for materials, equipment, and vehicles at an approved location.
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager should determine the cause of the complaints and should take prompt action to correct the problem. The Lead Agency should be informed who the Manager is prior to the issuance of the first permit.
- Provision for accommodation of pedestrian flow.
- As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.
- Any damage to the street caused by heavy equipment, or as a result of this construction, should be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair should occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety should be repaired immediately. The street should be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.
- Any heavy equipment brought to the construction site should be transported by truck, where feasible.
- No materials or equipment should be stored on the traveled roadway at any time.
- Prior to construction, a portable toilet facility and a debris box should be installed on the site, and properly maintained through project completion.

- All equipment should be equipped with mufflers.
- Prior to the end of each work-day during construction, the contractor or contractor should pick up and properly dispose of all litter resulting from or related to the project whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors

✓ **TT 3.17.2-4** Project sponsors can and should ensure that prior to construction all necessary local and State road and railroad encroachment permits are obtained. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:

- Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
- Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
- Scheduling of truck trips outside of peak morning and evening commute hours.
- Limiting of lane closures during peak hours to the extent possible.
- Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
- Storage of construction materials only in designated areas
- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

✓ **TT 3.17.2-5** Local jurisdictions can and should implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.

✓ **TT 3.17.2-6** Signal Synchronization: Local jurisdictions can and should expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.

- ✓ **TT 3.17.2-7** Delivery Schedules: Local jurisdictions can and should establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.

Impact TT 3.17.4 – Substantially increase hazards due to a design feature or incompatible uses.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measures **TT 3.17.4-1, TT 3.17.4-2**, and **TT 3.17.4-3** will provide the framework and direction to avoid or reduce impacts that substantially increase hazards due to a design feature or incompatible uses, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-530 – 3-531.)

Rationale

While the 2018 RTP/SCS will not directly result in increased hazards due to design feature (e.g., sharp curves or dangerous intersections) or increase conflicts between incompatible uses (e.g., farm equipment and other vehicular traffic), measures should be implemented to ensure that traffic hazards are minimized in the design of the individual transportation projects included in the RTP. Land use development in urban areas of Fresno County will increase the number of residents in close proximity to public transit. It will also increase opportunities for walking and biking, thereby making it necessary that multi-modal facilities be designed to enhance the safety of these users.

The implementing agency would be responsible for developing and ensuring adherence to necessary mitigation measures. Fresno COG is not an implementing agency and does not have the ability to design and construct transportation improvement projects included in the RTP/SCS. The responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies.

To address related impacts and to support policies contained in the 2018 RTP/SCS, Fresno COG recommends the following mitigation measures. (Draft PEIR, pp. 3-530 -3-531.)

Fresno COG Mitigation Measures

- ✓ **TT 3.17.4-2** Fresno COG shall conduct a forum where policy-makers can be educated and can develop consensus on regional transportation safety and security policies.

- ✓ **TT 3.17.4-3** Fresno COG shall work with local officials to assist with implementation of regional transportation safety and security policies.

Project-Level Mitigation Measures

- ✓ **TT 3.17.4-1** Implementing agencies should consider safety an objective in the design of RTP projects, and should plan to avoid, improve, or mitigate safety impacts in the course of project-level environmental review.

Impact TT 3.17.5 – Results in inadequate emergency access.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **TT 3.17.5-1** will provide the framework and direction to avoid or reduce impacts that result in inadequate emergency access, it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-531 – 3-532.)

Rationale

Congestion is expected to worsen between now and 2042 which could adversely impact emergency access. While the 2018 RTP/SCS would generally enhance mobility and access to destinations (including access for emergency vehicles) as compared to the No Project Alternative, measures should be implemented to maintain adequate emergency access in the design of RTP projects. Before 2018 RTP projects are implemented by local jurisdictions, all projects will undergo additional environmental analysis, as applicable and appropriate, that will include evaluation of impacts by emergency and public services. The implementing agencies will use these to ensure adequate access in the design of individual RTP projects. During emergencies, emergency vehicles demand (and should be given) rights-of-way which is signaled through lights and sirens. This will remain the case in the future, allowing emergency vehicles to avoid some congestion.

Implementing agencies should consider emergency access impacts in the design of RTP projects, and should plan to avoid, improve, or mitigate these impacts in the course of project-level environmental review. The implementing agency would be responsible for requiring and ensuring adherence to necessary mitigation measures. Fresno COG is not an implementing agency and does not have the ability to design and construct transportation improvement projects included in the RTP/SCS. The responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies.

To address related impacts and to support policies contained in the 2018 RTP/SCS, Fresno COG recommends the following mitigation measures. (Draft PEIR, pp. 3-531 – 3-532.)

Fresno COG Mitigation Measures

- ✓ **TT 3.17.5-1** Fresno COG shall support local agencies with the rapid repair of transportation infrastructure in the event of an emergency. This will be accomplished by Fresno COG, in cooperation with local and State agencies, identifying critical infrastructure needs necessary for: a) emergency responders to enter the, region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, Fresno COG shall establish transportation infrastructure practices that promote and enhance security.

Impact TT 3.17.6 – Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact

Significant and Unavoidable.

Finding

Changes or alterations which avoid or substantially lessen significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. State CEQA Guidelines § 15091 subd. (a)(2).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. (State CEQA Guidelines § 15091 subd. (a)(3).)

While implementation and monitoring of Mitigation Measure **TT 3.17.6-1** will provide the framework and direction to avoid or reduce impacts that cause potential conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), it is probable that such impacts could remain significant and unavoidable. (Draft PEIR, pp. 3-532 – 3-533.)

Rationale

The 2018 RTP/SCS includes a list of improvement projects and programs (including public transit, bicycle and trail, and pedestrian projects) to enhance Fresno County's multi-modal transportation system. These RTP projects are consistent with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. At the time of project implementation, additional environmental analyses will be required which the implementing agency will use to ensure adequate access for transit and active mode users in the design of RTP projects.

While the RTP/SCS would generally enhance and improve mobility for transit and active modes, it also contains roadway projects that have the potential to create conflicts between motorists and transit riders, pedestrians and cyclists.

Implementing agencies should consider access and mobility needs of transit riders, pedestrians and cyclists and plan to enhance the mobility and access for these alternative modes, and to avoid, improve, or mitigate impacts to these modes in the course of project-level environmental review and design. Implementing agency agencies should require measures that increase alternate modes of transportation. Fresno COG does not have land use authority, nor does it have the ability to design and construct transportation improvement projects and future land use developments included in the RTP/SCS. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies. To address related impacts and to support policies contained in the 2018 RTP/SCS, Fresno COG recommends the mitigation measure below. (Draft PEIR, pp. 3-532 – 3-533.)

Project-Level Mitigation Measures

- ✓ **TT 3.17.6-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect the current status of future 2018 RTP street and highway improvements and future land use allocations reflected in the SCS.

A.7 FINDINGS REGARDING ALTERNATIVES

Identification of Project Goals and Objectives

An EIR is required to identify a "range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one of more of the significant effects." Chapters 2 and 4 of the Draft PEIR identify the Project's goals and objectives and they are also provided on Page A-8 of this Exhibit. The alternatives to the proposed project selected for analysis in the Draft PEIR were developed to minimize significant environmental impacts while fulfilling the basic goals and objectives of the project. The goals/objectives referenced in Table A-1 below, have been established for the Proposed Project and will aid decision makers in the review of the Project and associated environmental impacts. The 2018 RTP/SCS policy element chapter seeks to identify the transportation goals, objectives, and policies that meet the regional needs. Table A-1 provides a comparison of the Project to the other Project Alternatives focused on how well the goals/objectives of the RTP have been met by each alternative including the No Project alternative. As can be seen, the Project (Scenario D) best meets the goals/objectives compared to the other Project Alternatives.

A matrix identifying the Performance Measures and results used to help evaluate and compare each of the alternatives (where available) is displayed in Table A-2 and discussed below. Performance measures have been developed by Fresno COG to evaluate the merits of the scenarios and were applied to help identify the preferred scenario. It should be noted that there are other environmental issues that were considered to compare and select the Project, including all environmental issue areas referenced in Chapter 3 of the Draft PEIR and further documented in Section 4.5 of the Draft PEIR.

Table A-2 also provides performance measures related to the 2014 RTP/SCS, which is different than the No Project Alternative. The 2014 RTP/SCS column in Table A-2 is for informational purposes only and is reflective of the planned land use and the transportation system approved in the 2014 RTP/SCS considering project improvements and growth and development through to the Year 2040.

Consistent with the requirements of § 15126.6(d) of the State CEQA Guidelines, the Draft PEIR analysis provides information regarding the alternatives, including the No Project Alternative to allow meaningful evaluation, analysis, and comparison with the Project, inclusive of direct, indirect, and cumulative impacts.

TABLE A-1
Comparison of Alternatives by Project Goal/Objective

Goal/Objective	Project and Project Alternatives					Justification
	No Project	Scenario A	Scenario B	Scenario C	Preferred Project - Scenario D	
An efficient, safe, integrated, multimodal transportation system.	Not Met	Partially Met	Not Met	Not Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be efficient and safe. Scenarios B and **C** would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Improved mobility and accessibility for all, including the protected populations in accordance with federal and state statutes.	Not Met	Fully Met	Not Met	Not Met	Fully Met	Scenarios A and D provide for improved mobility and accessibility including to and from Environmental Justice Communities because they provide for a fully integrated transportation system that will be efficient and safe. Scenarios B and C would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Alternative C could potentially result in higher congestion levels in rural cities and communities given the significant shift in population from the FCMA between 2018 and 2042.
Coordinate planning that is consistent with efforts that affect the region.	Not Met	Partially Met	Not Met	Not Met	Fully Met	A major issue with Alternatives B and C is that they shift a considerable amount of population, housing and employment to the FCMA (Alternative **B**) or from the rural cities and communities to the FCMA (Alternative C), which is not consistent with the goals/objectives of the RTP/SCS and additionally, not consistent with the population, housing and employment projections established as part of the City of Fresno, Fresno County, City of Clovis and other rural city General Plans. Those General Plans do not anticipate, nor do they plan for, a significant increase in demographics between 2018 and 2042. in the FCMA or in the rural cities and communities.
A multimodal regional transportation network compatible with adopted land use plans and consistent with the intent of SB375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008).	Not Met	Partially Met	Not Met	Not Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be efficient, safe and compatible with adopted land use plans, as well as with the intent of SB 375. Scenarios B and D would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Support cooperative efforts between local, State, federal agencies and the public to plan, develop and manage our transportation system.	Not Met	Partially Met	Not Met	Not Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be efficient, safe and compatible with adopted land use plans and support efforts between State, federal agencies and the public. Scenarios B and C would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Attainment and maintenance of California and National Ambient Air Quality Standards (criteria pollutants) as set by the Environmental Protection Agency and the California Air Resources Board.	Not Met	Partially Met	Partially Met	Not Met	Partially Met	The conformity document is the means by which FCOG adheres to the air **quality** standards, which is a State **Implementation** Plan (SIP) requirement. In line with the requirements in CFR Part 93 (transportation conformity rule), the FCOG conformity document demonstrates that the 2018 RTP and the alternative scenarios meet EPA-approved transportation conformity budgets for each standard, which is the federally mandated methodology to show that the RTP/SCS will not slow the progress of the region's ability to meet the CAAQS and NAAQS.
Achieve a safe transportation system for all motorized and non-motorized users on all public roads in Fresno County.	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be efficient and safe. Scenarios B and **C** would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
An integrated and efficient highways, streets and roads network.	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be efficient and safe. Scenarios B and **C** would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Utilize a partnership of federal, State, regional, local, community, and industry stakeholders to move freight on a safe, integrated, modern, efficient, and resilient system that contributes to the Fresno Region's economy, jobs, and	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	Only the Project or Scenario D fully utilizes a partnership of federal, State, regional, local, community, and industry stakeholders to move freight because it provides the most fully integrated transportation system that will be efficient and safe. Scenarios B and **C** would result in transportation facilities that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Efficient use of available transportation funding.	Not Met	Partially Met	Not Met	Not Met	Fully Met	Only the Project or Scenario D provides the most efficient use of scarce transportation funding because it applies that funding to projects, which will provide for a fully integrated transportation system that will also be efficient and safe. Scenarios B and **C** would result in transportation facilities that will become constrained (or in need of additional funding for more improvements) in the case of Scenario B or underutilized facilities and therefore actions that would not result in the efficient allocation of scare resources as in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several street and highway improvement projects in the Northeast portion of the County.
Goal: Maintain highways, roads, and bridges in a state of good repair for all users.	Not Met	Fully Met	Fully Met	Fully Met	Fully Met	Fresno COG has allocated funding to maintain highways, roads, and bridges in a state of good repair for all users under each alternative.
An efficient, safe, and fiscally responsible public transportation mobility system.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be efficient, safe, and fiscally responsible except under Alternative C since **it** would shift growth and development to the rural cities and communities. Such services, provided by the Fresno County Rural Transit Agency, may potentially not be able to provide necessary services to accommodate the significant increase in population, housing and employment that would result. In addition, the transit systems with the FCMA could potentially experience a significant reduction in transit ridership resulting in a farebox ratio that may not meet federal farebox recovery requirements.

TABLE A-1, continued
Comparison of Alternatives by Project Goal/Objective

A quality, convenient, safe and reliable public transportation service.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be convenient, safe, and reliable except under Alternative C since **it** would shift growth and development to the rural **cities** and **communities**. Such services, provided by the Fresno County Rural Transit Agency, may potentially not be able to provide necessary services to accommodate the significant increase in population, housing and employment that would result. In addition, the transit systems with the FCMA could potentially experience a significant reduction in transit ridership resulting in a farebox ratio that may not meet federal farebox recovery requirements.
An efficient and effective public transportation system.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be efficient and effective except under Alternative C since **it** would shift growth and **development** to the rural **cities** and communities. Such services, provided by the Fresno County Rural Transit Agency, may potentially not be able to provide necessary services to accommodate the significant increase in population, housing and employment that would result. In addition, the transit systems with the FCMA could potentially experience a significant reduction in transit ridership resulting in a farebox ratio that may not meet federal farebox recovery requirements.
Public transit services with a positive public image in communities served.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be provided with a positive public image except under Alternative C since **it** would shift growth and **development** to the rural cities and communities. Such services, provided by the Fresno County Rural Transit Agency, may potentially not be able to provide necessary services to accommodate the significant increase in population, housing and employment that would result. In addition, the transit systems with the FCMA could potentially experience a significant reduction in transit ridership resulting in a farebox ratio that may not meet federal farebox recovery requirements.
An integrated multimodal transportation system which facilitates the movement of people.	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	Only the Project or Scenario D provides the most fully integrated transportation system that will be facilitate the movement of people. Scenarios B and **C** would result in transportation facilities and services that will become constrained in the case of Scenario B or underutilized in the case of Scenario C. Scenario A is very similar to the Project Alternative or Scenario D except that it does not include several **street** and highway improvement projects in the Northeast portion of the County.
A coordinated policy for public transportation that complements land use and air quality/climate change policies.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be complement land use and air **quality**/climate change policies except under Alternative C since **it** would shift growth and **development** to the rural **cities** and communities where **transit** services provided by the Fresno County Rural Transit **Agency** may potentially not be able to provide necessary services to accommodate the significant increase in population, housing and **employment** that would result. Under Alternative C, the transit systems within the FCMA could **potentially** experience a significant reduction in transit ridership resulting in a farebox ratio that may not meet federal farebox recovery requirements.
Achieve or maintain transit network in a state of good repair.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Public transit services would be provided a state of good repair **under any** of the Project alternatives.
A fully functional and integrated air service and airport system that is complementary to the regional transportation system.	Not Met	Fully Met	Fully Met	Not Met	Fully Met	Air passenger and **public** use airport access and usage would be fully functional and integrated with the multimodal **transportation** system except under Alternative C. Scenario C would shift growth and development to the rural cities and communities. Such a shift would result in greater vehicle miles **traveled** and travel time since a **significant** amount of **population**, housing and employment would be shifted to rural cities and communities away from passenger air service at Fresno Yosemite **International** (FYI) Airport and other **public** use airports in and **surrounding** the FCMA.
Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities.	Not Met	Fully Met	Fully Met	Partially Met	Fully Met	Bicycling and walking would be maximized under all of the alternatives except the No Project Alternative. Fresno COG and a few of the cities have all adopted Active **Transportation** Plans (ATPs) that would be **implemented** under any of the Alternatives. In addition, Fresno COG has assumed the allocation of funding to such improvements under each Alternative.
Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system.	Not Met	Fully Met	Fully Met	Partially Met	Fully Met	Bicycling and walking would be safe, convenient, and continuous and support a multimodal **transportation** system under all of the alternatives except the No Project Alternative. Fresno COG and a few of the cities have all adopted Active **Transportation** Plans (ATPs) that would be **implemented** under any of the Alternatives. In addition, Fresno COG has assumed the allocation of funding to such improvements under each Alternative.
Improved bicycle and pedestrian safety through education and enforcement.	Not Met	Fully Met	Fully Met	Partially Met	Fully Met	Bicycling and pedestrian safety would be enhanced through education and enforcement under all of the alternatives except the No Project Alternative. Fresno COG and a few of the cities have all adopted Active **Transportation** Plans (ATPs) that would be **implemented** under any of the Alternatives. In addition, Fresno COG has assumed the allocation of funding to such improvements under each Alternative.
Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.	Not Met	Fully Met	Fully Met	Partially Met	Fully Met	Bicycling and pedestrian funding would provide for increased **development** of the **regional** bikeways system, related facilities, and pedestrian network since all of the cities and the County have adopted Active Transportation Plans (ATPs) that would be **implemented** under any of the Alternatives. In addition, Fresno COG has assumed the allocation of funding to such improvements under each Alternative.
A safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system.	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	The regional rail system (freight and passenger rail) would be safe, convenient, and continuous and support a multimodal transportation system under all of the alternatives except the No Project Alternative.
A transportation system that efficiently and effectively transports goods throughout Fresno County.	Not Met	Partially Met	Partially Met	Partially Met	Fully Met	The regional goods movement system would be safe, convenient, and continuous and support a multimodal transportation system under all of the alternatives except the No Project Alternative.
Degree of Consistency with Goals/Objectives	**25 Not Met**	**13 Fully Met, 12 Partially Met**	**12 Fully Met, 7 Partially Met, 6 Not Met**	**1 Fully Met, 10 Partially Met, 14 Not Met**	**24 Fully Met, 1 Partially Met**	

PEIR Alternatives

The following four (4) Project alternatives have been determined to represent a reasonable range of alternatives, which have the potential to feasibly attain most of the basic objectives of the Project, but which may avoid or substantially lessen any of the significant effects of the Project. These alternatives include: No-Project, Alternative Scenario A, Alternative Scenario B, and Alternative Scenario C. The Preferred Project Alternative is the 2018 RTP/SCS reflective of Alternative Scenario D (Project). The alternatives were defined by the Fresno COG RTP/SCS Roundtable Committee, which was composed of a number of diverse stakeholders representing constituents from throughout the County. The Roundtable Committee reviewed each of the alternative scenarios considering public input resulting from public workshops and recommended that Alternative Scenario D should be the Preferred Project Alternative (2018 RTP/SCS). The Fresno COG Board took into consideration the Roundtable and public recommendations and selected Alternative D as the Project.

Alternatives A and D were established to identify land use development and transportation systems that would address RTP Goals, Objectives and Policies and those of the adopted general plans for all Fresno County jurisdictions. Alternatives B and C were established to identify what would occur when a significant amount of population, housing and employment growth between 2018 and 2042 is shifted to either the Fresno Clovis Metropolitan Area (FCMA) from the smaller rural cities and unincorporated communities or from the FCMA to the each of the rural cities and communities. It should be noted however, that upon further analysis as part of the CEQA process, it was determined that Alternatives B and C are not consistent with the general plans because such plans did not consider significant reductions or increases in the amount of projected population, housing and employment that both of those alternatives would need to accommodate.

Referencing Table A-3, the evaluation demonstrates if the alternative is able to avoid or reduce the significant and unavoidable environmental effects of the Project.

TABLE A-2
2018 RTP and SCS Performance Measures

	Performance Measure/Indicator	Definition	Analysis		Scenario A	Scenario B	Scenario C	Scenario D	No Project	2014 RTP/SCS
Land Use (Location Efficiency)	Transit-oriented development	Share of the region's growth in households and employment within half-mile of Bus Rapid Transit (BRT)	Using GIS, identify the planning areas intersecting a half-mile buffer around the scenario's BRT lines; compare total housing units and jobs against their respective scenario countywide totals.		24% housing	25% housing	23% housing	24% housing		21% housing
					36% jobs	37% jobs	34% jobs	36% jobs		37% jobs
	Residential density	Average residential density for new growth	Divide total new housing units by the sum acres of the scenario's planning areas that have non-zero residential growth.		7.4 du/acre	7.7 du/acre	7.4 du/acre	7.4 du/acre		7.4 du/acre
	Housing mix	Percent of housing by types (SF/TH/MF)	The results for this indicator were provided by Envision Tomorrow.		55% SF/6% TH	53% SF	54% SF	55% SF		53% SF
					6% TH	6% TH	6% TH	6% TH		9% TH
					39% MF	41% MF	40% MF	39% MF		38% MF
	Compact development	Growth in population compared with acres developed	Divide total population growth by the sum acres of the scenario's planning areas that have non-zero residential or employment growth.					26.4 ppl/acre		21.1 ppl/acre
	Access to transit line	New housing development within half-mile of transit stops	Using GIS, identify planning areas that intersect a half-mile buffer around existing and planned transit stop locations throughout Fresno County. (Sources: FAX bus stops, Clovis Transit stops, FCRTA stops, proposed BRT stops)					34,000 HU (41.7%)		34,036 HU (35.5%)
Transportation (Mobility, Accessibility, and Reliability)	Travel time distribution for work and non-work trips	Travel time distribution for work and non-work trips	Travel time distribution by trip purpose (work-based and non-work-based) provided by the traffic model.					HBW: 20.4 min / HBO: 12.5 min / NHB: 14.3 min (more details in distribution curves)		HBW: 16.6 min / HBO: 21.1 min / NHB: 16.4 min (more details in distribution curves)
	Average distance for work or non-work trips in miles	The average distance traveled for work or non-work trips separately	Average trip lengths for work-based and non-work-based trips based on the trip length distribution provided by the traffic model.					HBW: 14.6 mi / HBO: 8.4 mi / NHB: 9.9 mi		HBW: 8.9 mi / HBO: 11.6 mi / NHB: 8.3 mi
	Average work trip travel time	In minutes	Average trip length in time (minutes) for work-based trips, estimated by the traffic model.					20.4 min		16.6 min
	Average work trip speed by mode	In mph by mode	Average speed in mph for work-based trips made in auto modes (drive alone, carpool), estimated by the traffic model.					Drive Alone: 39.5 mph / Carpool: 38.4 mph		Drive Alone: 31.3 mph / Carpool: 31.9 mph
	Percent of work trips accessible in 30 minutes	In peak periods by mode (drive alone, carpool, and transit)	Percentage of work-based trips that are shorter than 30 minutes, estimated by mode by the traffic model.					Drive alone:82%/Carpool: 86%/Transit: 35%/Walk:27%/Bike:45 %		Drive alone:94%/Carpool: 91%/Transit: 42%/Walk:35%/Bike:55%
	Percent of non-work trips accessible in 15 minutes	By mode (drive alone, carpool, and transit)	Percentage of non-work-based trips that are shorter than 15 minutes, estimated by mode by the traffic model.					Drive alone: 76%/Carpol 77%/Transit:8%/Walk:16 %/Bike:31%		Drive alone: 47%/Carpol 45%/Transit:7%/Walk:12 %/Bike:28%
	Percent of work trips less than 3 miles	Share of total work trips which are fewer than 3 miles	Percentage of work-based trips that are less than 3 miles long out of total work-based trips based on work trip length distribution provided by the traffic model.					7%		17%
	Work trip length distribution	Statistical distribution of work trip length in the region	Work-based trips length distribution provided by the traffic model.					14.6 miles on average (more details in distribution curves)		8.9 miles on average (more details in distribution curves)
	Vehicle Miles Traveled (VMT)	Total VMT and per capita VMT, per capita VMT reduction against 2005	Per capita VMT are calculated by dividing total daily VMT, provided by the traffic model excluding through traffic VMT, by the total population of the analysis year. Year 2005 value was back-casted to serve as a reference point for per capita VMT reduction.	Total	23,554,891	23,287,246	23,731,765	23,511,221	24,116,782	23,766,798
				Per Capita	18.7	18.5	18.9	18.7	19.2	18.3
				Reduction against 2005	-9.07%	-10.10%	-8.39%	-9.24%	-6.90%	-11.20%
	Congested Vehicle Miles Traveled (VMT)	Congested VMT total and per capita, percentage of total auto/transit travel in congested conditions (peaks, all day)	Congested travel when V/C is greater than 0.75, summarized in total congested VMT, per capita congested VMT, and percentage of congested VMT in total VMT. Data was estimated by the traffic model by facility by different time periods (a.m. peak hour, p.m. peak hour, daily, etc.)					Daily Freeway: 2,143,266 / Daily Local: 985,449 (other time of day available)		Daily Freeway: 3,762,593 / Daily Local: 2,804,821 (other time of day available)
	Commute travel (work trip) mode share	Weekday commute trips by mode, commute mode share	Mode share (drive alone, carpool, transit, bike and walk) among home-based work trips, estimated by the traffic model.					Drive Alone 78.2% / Carpool 11.9% / Transit 2.8% / Walk 5.5% / Bike 1.6%		Drive Alone 81.9% / Carpool 13.4% / Transit 1.5% / Walk 2.5% / Bike 0.7%
	Non-Commute travel (non-work trip) mode share	Weekday non-commute trips by mode, non-commute mode share	Mode share (drive alone, carpool, transit, bike and walk) among all trips other than home-based work trips, estimated by the traffic model.					Drive Alone 28.6% / Carpool 47.5% / Transit 4.8% / Walk 15.1% / Bike 2.5%		Drive Alone 28.4% / Carpool 62.3% / Transit 1.6% / Walk 5.7% / Bike 2.0%

	Performance Measure/Indicator	Definition	Analysis		Scenario A	Scenario B	Scenario C	Scenario D	No Project	2014 RTP/SCS
Healthy Environment	Criteria pollutants emissions	PM10, PM2.5, and NOx	Criteria pollutants emissions were output from emission model EMFAC2014, which takes input such as facility type, speed profile, and VMT provide by the traffic model.	PM10	7.9	7.6	8.0	8.0	7.6	7.9
				PM2.5	0.8	0.8	0.8	0.8	0.8	1.0
				NOx	12.1	12.0	12.2	12.1	12.3	11.6
	Greenhouse gas reduction	Per capita greenhouse gas reduction against 2005	Greenhouse gas (GHG) emission was provided by emission model EMFAC2014, which takes input such as facility type, speed profile, and VMT provide by the traffic model. Per capita GHG emission was calculated by dividing total GHG by total population for each analysis year. Year 2005 values were back-casted to serve as a reference point for per capita GHG reduction.		-9.98%	-10.90%	-9.37%	-10.13%	-7.93%	-10.97%
	Fuel Consumption	On-road fuel consumed in gallons per capita	Total fuel (gasoline and diesel) consumption estimated by emission model EMFAC2014, which takes input such as facility type, speed profile, and VMT provide by the traffic model. Per capita fuel consumption was calculated by dividing total fuel in gallons by total population for each analysis year.					0.70 gallon		0.78 gallon
	Transit productivity	Weekday transit trips	Total daily transit trips provided by the traffic model.					109,493		47,186
	Impervious surface	Total acres of impervious surface built from new growth	The results for this indicator were provided by Envision Tomorrow.					6,002 acres		7,867 acres
	Active transportation and transit travel	Weekday person trips by walk, bike and transit modes	Daily personal trips made by active transportation (walking and biking) and transit modes provided by the traffic model.	Walk Trips	401,201	403,314	399,357	400,363	392,513	176,199
				Bike Trips	79,161	80,028	78,590	79,046	74,642	56,212
				Transit Trips	109,550	111,048	109,139	109,493	101,433	47,186
				Total	589,912	594,390	587,086	588,902	568,588	279,597
	Near-roadway exposures	Percent of new housing within 1,000 feet of freeway or major roadway	Using GIS, identify the planning areas intersecting a1,000-ft. buffer around existing state highways and interstates; compare total housing units against countywide total.					11,087 HU (13.6%)		78,505 HU (81.9%)
	Percent investment in active transportation	Investment in active transportation (sidewalks, bike lanes, etc.) as compared to total plan	Percentage of investment in planned transportation projects devoted to active transportation (biking and walking) as compared to total investments based on RTP financial plan.					12.6%		2.52%
	Premature deaths prevented	Number of premature deaths prevented through promoting active transportation	The results for this indicator were provided by ITHIM model.		17	21	16	17		n/a
Social Equity	Accessibility and Mobility	Ability to move throughout the region, and the time it takes to reach desired destinations	Accessibility: average A.M. peak trip time reaching defined areas of interest by mode by Non-Environmental Justice (EJ) and EJ Traffic Analysis Zones (TAZ) in 2042.		Drive Alone 23(19) / Carpool 20(17) / Transit 33(30)	Drive Alone 22(19) / Carpool 20(17) / Transit 33(30)	Drive Alone 23(19) / Carpool 20(17) / Transit 33(30)	Drive Alone 22(19) / Carpool 20(17) / Transit 32(30)	Drive Alone 23(19) / Carpool 20(17) / Transit 35(32)	Drive Alone 19(15) / Carpool 18(17) / Transit 29(29)
			Mobility: average P.M. peak trip time returning from the defined areas of interest by mode, by Non-EJ and EJ TAZ in 2042.		Drive Alone 30(22) / Carpool 25(19) / Transit 33(30)	Drive Alone 29(22) / Carpool 24(19) / Transit 33(30)	Drive Alone 30(22) / Carpool 25(19) / Transit 33(30)	Drive Alone 29(22) / Carpool 24(19) / Transit 33(30)	Drive Alone 30(22) / Carpool 26(19) / Transit 35(32)	Drive Alone 20(17) / Carpool 20(19) / Transit 31(30)
	Reliability	Percent of VMT operating at level of service E or worse on links inside EJ and non EJ TAZ	Numbers designated as countywide Non-EJ TAZs (EJ TAZs) in 2042.					5.84(6.51)		33.27(9.80)
	Transit Investment Effectiveness	Average Additional Daily Transit Passenger Miles Traveled (PMT) per $1,000 Investment	The percentage of the newly added average number of daily passenger miles traveled (PMT) served by RTP transit projects in 2042 compared to 2014.					30(31)		40.38(45.6)
	Distribution of Investments	Equitable distribution of transit investment	Measured by comparing the total transit person miles traveled (PMT) by the total transit investment in Non-EJ TAZs and EJ TAZs in 2042.					372,472/$3.16(295,682/ $3.98)		132,498/$12.01(152,161/ $10.46)
	Housing Product Mix	More diverse housing mix which helps to assure that individuals and families at all income levels can find safe and affordable housing	The amount of multifamily housing options (SF% TH% MF%) in the Non-EJ communities compared to EJ areas in 2042.					67.30% 3.70% 29.10% (49.90% 5.80% 44.40%)		n/a
	Air Contaminant Exposure	CDC's methodology adopted for measuring Air Contaminant Exposure capturing the impacts of increased traffic volumes	The number of household units within the impacted area of 150 meters or approximately 500 feet from Major highways (Class 1) or as other freeways and expressways (Class 2) in the Non-EJ areas compared to EJ areas in 2042.					23,889 8.45% (13,227 13.83%)		n/a
Resource Conservation	Land consumption	Acres of land consumed due to new development	Sum of vacant acres in planning areas with nonzero residential or employment growth.					11,207 acres		14,675 acres
	Important farmland	Total acres of important farmland (prime, unique and state-wide importance) consumed due to new growth	Using GIS, sum acres of the intersection of planning areas with nonzero residential or employment growth overlaid with applicable important farmland features. (Source: FMMP 2010).		38.2 acres	10.5 acres	68.0 acres	38.2 acres		91.9 acres
	Environmental resource land	Total acres of resource areas (CNDDB, critical habitat, FEMA, habitat connectivity, riparian forest, vernal pool & wetland, or input to be determined by Greenprint Committee)	Using GIS, sum acres of the intersection of planning areas with nonzero residential or employment growth overlaid with applicable features from the following datasets: CNDDB, Critical Habitat, FEMA floodzones, Habitat Connectivity, Riparian Forests, Vernal Pools, and Wetlands. (Sources: CA Dept. of Fish and Game, NOAA Fisheries, FEMA, USDA).					CNDDB 6,487 acres, CritHab 43.1 acres, FEMA 642 acres, HabConn 739 acres, RipFor 6.65 acres, VrnlPool 240 acres, Wetland 113 acres		CNDDB 5,550 acres, CritHab 434 acres, FEMA 2,810 acres, HabConn 1,067 acres, RipFor 12.4 acres, VrnlPool 41.4 acres, Wetland 31.7 acres
	Water consumption	Daily water consumption by new housing development based on national average rates	The results for this indicator were provided by Envision Tomorrow.					28,730,000 Gal/day		30,950,000 Gal/day

*1 Priority Performance Measures

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
Aesthetics					
AE 3.2.1 Have a substantial adverse effect on a scenic vista.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AE3.2.2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AE3.2.3 Substantially degrade the existing visual character or quality of the site and its surroundings.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AE 3.2.4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
Agricultural Resources					
AG 3.3.1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AG 3.3.2 Conflict with Existing Zoning for Agriculture Use, or a Williamson Act Contract.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AG 3.3.3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AG 3.3.4 Result in the loss of forest land or conversion of forest land to non-forest use.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AG 3.3.5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
Air Quality					
AQ 3.4.1 Conflict with or obstruct implementation of an applicable air quality plan.	✓ Less than significant	✓ Similar (Less than significant)	✓ Similar (Less than significant)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AQ 3.4.2 Violate any air quality standard or contribute substantially to an	✓ Significant and unavoidable	✓ Similar (Significant and	✓ Similar (Significant and	✓ Greater (Significant and	✓ Greater (Significant and

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
existing or projected air quality violation.		unavoidable)	unavoidable)	unavoidable)	unavoidable)
AQ 3.4.3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	✓ Less than significant	✓ Similar (Less than significant)	✓ Similar (Less than significant)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AQ 3.4.4 Expose sensitive receptors to substantial pollutant concentrations.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
AQ 3.4.5 Create Objectionable Odors Affecting a Substantial Number of People.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
Biotic Resources					
BR 3.5.1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)
BR 3.5.2 Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)
BR 3.5.3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)
BR 3.5.4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)
BR 3.5.5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)
BR 3.5.6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.	✓ Less than Significant with Mitigation Measures	✓ (Similar) Less than Significant with Mitigation Measures	✓ (Similar) Less than Significant with Mitigation Measures	✓ Greater (Significant and unavoidable)	✓ (Similar) Less than Significant with Mitigation Measures

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
CC 3.6.1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CC 3.6.2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CTR 3.7.1 Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CTR 3.7.2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CTR 3.7.3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CTR 3.7.4 – Disturb any human remains, including those interred outside of formal cemeteries.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
CTR 3.7.5 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
EN 3.8.1-1 Energy Consumption and Conservation Impacts.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.2 Result in substantial soil erosion or the loss of topsoil.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
site landslide, lateral spreading, subsidence, liquefaction or collapse.					
GSM 3.9.4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.6 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.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
GSM 3.9.7 - Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.5 For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.6 For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HM 3.10.7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
HM 3.10.8 Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
HW 3.11.1 Violate Regional Water Quality Control Board water quality standards or waste discharge requirements.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.6 Otherwise substantially degrade water quality.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.8 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)
HW 3.11.9 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Similar (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
HW 3.11.10 Inundation by seiche, tsunami, or mudflow	✓ Not Applicable	✓ Not Applicable	✓ Not Applicable	✓ Not Applicable	✓ Not Applicable
LPR 3.12.1 Physically Divide an Established Community.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
LPR 3.12.2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the projects (Including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
LPR 3.12.3 Conflict with any applicable habitat conservation plan or natural community conservation plan.	✓ Less than Significant with Mitigation Measures	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
LPR 3.12.4 – Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
LPR 3.12.5 – Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
N 3.13.1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
N 3.13.2 Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
N 3.13.3 A substantial permanent increase in ambient noise levels.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
N 3.13.4 A substantial temporary or periodic increase in ambient noise levels.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
N 3.13.5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
N 3.13.6 For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PHE 3.14.1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PHE 3.14.2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PHE 3.14.3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.2 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.3 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.4 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.5 Have sufficient water supplies available to serve the project from existing entitlements and resources, or the need for new or expanded entitlements.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
PU 3.15.6 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.7 Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	✓ Less than significant	✓ Similar (Less than significant)	✓ Similar (Less than significant)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
PU 3.15.8 Comply with federal, state, and local statutes and regulations related to solid waste.	✓ Less than significant	✓ Similar (Less than significant)	✓ Similar (Less than significant)	✓ Similar (Less than significant)	✓ Similar (Less than significant)
SE 3.16.1 Construction Impacts on Minority and Low-Income Populations.	✓ Less than Significant	✓ Similar (Less than Significant)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
SE 3.16.2 Operational Impacts on Low-Income and Minority Populations.	✓ Less than Significant	✓ Similar (Less than Significant)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
TT 3.17.1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
TT 3.17.2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
TT 3.17.3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	✓ Less than Significant	✓ Similar (Less than significant	✓ Similar (Less than significant)	✓ Similar (Less significant)	✓ Greater (Significant and unavoidable)
TT 3.17.4 Substantially increase hazards due to a design feature or incompatible uses.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
TT 3.17.5 Result in inadequate emergency access.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

TABLE A-3
Summary of Impacts by Project Alternative

Impact Issue Area	Project: Scenario D	Alternative 1: Scenario A	Alternative 2: Scenario B	Alternative 3: Scenario C	No Project
TT 3.17.6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)

A comparison of Alternatives A through D, considering land use and transportation characteristics is presented in Table A-4.

The Project (Alternative Scenario D) was analyzed considering historical growth rates in VMT and VT, as well as anticipated growth in the use of other forms of transportation such as transit, rail, aviation, and non-motorized. Identification of Transportation Demand Management (TDM), Transportation Systems Management (TSM), and Transportation Control Measure (TCMs), necessary to achieve positive air quality conformity findings, has also been evaluated as part of this alternative.

TABLE A-4
SCS Alternatives Comparison

Scenario	A	B	C	D
GHG Performance	Meets the 2035 GHG reduction target (10%)	Exceeds the 2035 GHG reduction target (12%)	Fails to meet the 2035 GHG reduction target (9%)	Meets the 2035 GHG reduction target (10%)
Transportation Funding Priorities	Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded	Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded	Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded	High investment in road maintenance; moderate investment in expanded roadway capacity and active transportation; all transit projects funded
Growth Pattern	Assumes balanced Countywide growth	Assumes more growth in Fresno-Clovis Metro Area (5% increase by 2035, 21% decrease from rural jurisdictions)	Assumes more growth in small incorporated cities and unincorporated rural communities (21% increase by 2035, 5% decrease from metro jurisdictions)	Assumes balanced Countywide growth
Land-Use Strategies	Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario D	Most aggressive land-use strategies (highest projections for residential density, multi-family, and mixed-use development)	More aggressive mixed-use and multi-family strategies	Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario A
Farmland Conservation	Significant improvement in farmland conservation (58% less farmland consumed than 2014 RTP)	Vast improvement in farmland conservation (88% less farmland consumed than 2014 RTP)	Improvement in farmland conservation (24% less farmland consumed than 2014 RTP)	Significant improvement in farmland conservation (58% less farmland consumed than 2014 RTP)

All environmental issues discussed in Chapter 3 of the Draft PEIR have also been considered in determining the Project alternative. Section 4.5 of the Draft PEIR compares each Alternative, including the No Project Alternative, to the Preferred Project (Scenario D) by environmental issue area.

Table A-4 provides the results of this comparison and indicates that the Project (Alternative Scenario D) provides the best environmental outcomes and is therefore the Environmentally Preferred Project Alternative. It should be noted that these are not the only environmental issue areas that determine the Environmentally Preferred Project Alternative as reflected in Table A-5.

TABLE A-5
Comparison of Alternatives by Environmental Issue Area

Environmental Issue Ares	Project and Project Alternatives				
	No Project	Scenario A	Scenario B	Scenario C	Preferred Project - Scenario D
Aesthetics	☒	=	☒	☒	☑
Agricultural & Forestry Resources	☑	☒	☑	☒	☒
Air Quality	☒	=	=	☒	☑
Biotic Resources	☑	☒	☑	☒	☒
Climate Change/Greenhouse Gases	☒	=	=	☒	☑
Cultural Resources & Tribal Cultural Resources	☑	☒	☑	☒	☒
Energy & Energy Conservation	☒	☒	☑	☒	☒
Geology/Soils/Minerals	☑	☒	☑	☒	☒
Hazardous Materials	☒	=	☒	☒	☑
Hydrology & Water Resources	☑	=	☒	☒	☑
Land Use & Planning	☒	=	☒	☒	☑
Noise	☒	=	☒	☒	☑
Population, Housing & Employment	☒	=	☒	☒	☑
Public Utilities, Other Utilities, & Services	☒	=	☒	☒	☑
Social and Economic Effects	☒	=	☒	☒	☑
Transportation/Traffic	☒	☒	☒	☒	☑
Total Environmentally Superior or Similar Areas:	**5**	**10**	**7**	**0**	**11**

☒	***Falls short of the Project Alternative***
☑	***Meets or addresses environmental quality***
=	***Has similar impacts or benefits to the Project Alternative***

Detailed findings regarding the Project Alternatives are provided below by Alternative.

<u>No Project Alternative</u>

California Environmental Quality Act (CEQA) regulations require assessment of a No Project Alternative. This alternative has been analyzed to determine whether environmental impacts associated with the Project will be lessened if planned improvements to the future transportation system as identified in the 2018 RTP were not made except those that would "reasonably" be expected to be constructed and open if the 2018 RTP/SCS is not updated and approved by the Federal Highways Administration (FHWA) by December 12, 2018. Therefore, those projects that could reasonably be expected to open to the public would be those projects programmed in the first two years of the previously conformed FTIP or projects

scheduled for completion or opening in years 2018 and 2019. The No Project Alternative also assumes that growth and development (through to the year 2042) would occur in a fashion consistent with the adopted general plans of each of its 16 local jurisdictions (15 cities and the County) including residential densities and unit types, minimal mixed-use development, residential densities persons per acre consistent with historical trends, transit oriented development, and other continued suburban growth and development resulting in an increasing development footprint and continued farmland conversion.

The No Project Alternative reflects all existing transportation systems, and future project improvements contained in the most recently approved FTIP for which an Air Quality Conformity package was also prepared and approved. Those projects represent projects through the year 2019. The FTIP has been conformed for purposes of air quality impacts in accordance with federal air quality conformity requirements. As a result, those projects can reasonably be expected to move forward toward construction.

Impacts could result from this alternative; specifically, impacts upon each of the environmental areas addressed in Chapter 3 of the Draft PEIR. These impacts are discussed below.

The No Project is reflective of balanced or trend growth and development throughout the County, which will result in similar land consumption of scenic resources, important farmland, and environmental resource lands and therefore similar light and glare and other aesthetic impacts associated with the Project. The Project is focused on more balanced growth throughout the County and moderately higher densities (consistent with the adopted general plans), which results in similar impacts on land consumption.

While there will be a similar amount of land consumed as a result of future growth and development to the year 2042 associated with the Project, the No Project Alternative will result in potentially greater impacts to aesthetic resources due to the lack of adequate modal facilities and services resulting in significant congestion and travel delay. The No Project Alternative will have greater aesthetic impacts due to increased transportation congestion causing greater and longer light and glare and obstruction of views and scenic resources impacts in rural and suburban areas of the County in comparison to existing urban areas that already experience such disturbance. This is especially true of street and highway improvements, which will be limited to transportation improvements only through the Year 2019.

The No Project Alternative will have fewer impacts on the consumption of important farmland resulting from the significantly fewer number of transportation improvement projects of all modes compared to the Project. The No Project is also reflective on balanced growth and development throughout the County, which will result in similar consumption of important farmland, compared to the Project. While there will be a similar amount of farmland consumed as a result of future growth and development to the year 2042 associated with the Project, the No Project Alternative will result in less important farmland consumed as a result of significantly fewer transportation improvement projects. This is

especially true of street and highway improvements, which will be limited to transportation improvements only through the Year 2019.

Air quality impacts are determined considering tons of pollutants (Carbon Monoxide, Reactive Organic Gases, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5) released per a typical day in 2035. Referencing Table 4-1 in the Draft PEIR, compared to the Project, the No Project Alternative, even though it would likely pass air quality conformity tests, will likely produce higher criteria pollutant emissions. Table 4-5 in the Draft PEIR shows that for all pollutants noted, the No Project is worse for air quality than the Project. VMT and pollutant data shown for the Project and No Project Alternatives is for the Year 2042 vs. the data shown in Table 1, which is for the Year 2035.

While there will be a similar amount of biotic resources impacted as a result of future growth and development to the year 2042 associated with the Project, the No Project Alternative will result in fewer biotic resource impacts as a result of significantly fewer transportation improvement projects. This is especially true of street and highway improvements, which will be limited to transportation improvements only through the Year 2019. As a result, the No Project Alternative will have fewer impacts to biotic resources since it is expected to consume less undeveloped land, thereby disturbing less biotic resource lands compared to the Project.

Climate Change impacts are determined considering annual tons of greenhouse gas emissions (Carbon Dioxide or CO_2, Methane or CH_4, Nitrous Oxide or N_2O and others). The No Project Alternative is expected to have a lower greenhouse gas reduction percentage than the Project or 4% - against 2005 levels in 2020 and an 8% reduction against 2005 levels in 2035. The Project is expected to have a higher greenhouse gas reduction percentage than the No Project Alternative with (5%) against 2005 levels in 2020 and an 10% reduction against 2005 levels in 2035. While the later results are for 2035, it is assumed that the greenhouse gas reduction percentage would follow the rate to the year 2042. Table 4-6A in the Draft PEIR shows the GHG emissions for the Year 2035 Project for the Year 2035. No Project figures are provided in Table 4-1 and Table 4-6B of the Draft PEIR.

While there will be a similar amount of cultural and tribal resources impacted as a result of future growth and development to the year 2042 associated with the Project, the No Project Alternative will result in fewer cultural and tribal resource impacts as a result of significantly fewer transportation improvement projects. This is especially true of street and highway improvements, which will be limited to transportation improvements only through the Year 2019. As a result, the No Project Alternative will have fewer impacts to cultural and tribal resources since it is expected to consume less undeveloped land, thereby disturbing fewer cultural and tribal resource land compared to the Project.

The No Project Alternative will have greater VMT per capita (19.2 - reference Table 4-1 of the Draft PEIR) vs. the Project (18.7 in 2035). With higher VMT, the No Project Alternative would result in higher fuel

consumption. More energy efficiency is expected to occur with the Project vs. the No Project Alternative as a result of more balanced and compact, mixed-use and walkable development resulting in more energy efficiency.

Impacts related to geologic, seismic, mineral and soils resources would be similar between the No Project and the Project since the regional population distribution is generally similar under either alternative. however, the No Project Alternative will have fewer impacts on geology, soils and mineral resources since it is expected to consume less undeveloped land resulting from significantly fewer transportation improvements compared to the Project.

Impacts related to hazardous materials would be similar between the No Project and the Project since the regional population distribution is generally similar under either alternative. However, the No Project Alternative is expected to have higher VMT and severe congestion than the Project and is therefore expected to result in increased opportunities for vehicular accidents involving the transport of hazardous materials.

Flooding would be site specific, but the Project will provide for significantly more street and highways and other modal projects that will be designed to federal, State and local design standards including mitigation of impacts associated with being located in a flood zone. There are likely a number of existing street and highway facilities that are located in flood prone areas that do not currently meet design standards and could therefore be impacted by inundation events. resulting from the construction of a significantly greater number of transportation improvement projects would occur thereby increasing the risk of transportation projects being located in flood prone areas.

Impacts related to water resources would be similar between the No Project and the Preferred Alternatives since the regional population distribution is generally similar under either alternative.

Impacts related to land use would be similar between the No Project and the Preferred Alternatives since the regional population distribution is generally similar under either alternative. Impacts related to planning processes and policies would be significant under the No Project Alternative since State transportation plans and local general plan circulation elements address modal needs considering projected growth and development. The local general plan element including land use and circulation are required to be internally consistent. The No Project Alternative would result in such plans being in conflict with State General Plan Guidelines and requirements.

Noise impacts are considered significant under the No Project Alternative. With significantly fewer transportation improvement projects of all modes, congestion levels along the major streets and roads within the region will increase significantly resulting in increased noise levels. Impacts related to land

use would be similar between the No Project and the Preferred Alternatives since the regional population distribution is generally similar under either alternative.

Impacts related to land use would be similar between the No Project and the Preferred Alternatives since the regional population distribution is generally similar under either alternative. However, the No Project Alternative would likely cause significant strain on the transportation system resulting from the lack of future transportation facilities and services to accommodate the project population and employment demand. Employees would experience significant delay and congestion and the lack of adequate modal access to employment sites compared to the Project.

The No Project Alternative results in the same or fewer impacts to solid waste disposal and transfer facilities, public utilities and other utilities and services systems as the Project. However, the maintenance of transportation systems would degrade under the No Project Alternative since traffic accommodated through to the year 2042 would by utilizing severely congested facilities compared to the Project.

While the Project is expected to benefit a larger number of minority and low-income communities and households compared to the No Project Alternative, because the transportation improvement projects under the Project are expected to provide a benefit to these communities and households in the form of increased and improved transit services, and other active transportation systems. Finally, the No Project would result in the lack of transportation improvements to provide viable access to/from minority and low-income communities and households compared to the Project.

The No Project Alternative is expected to experience a higher total VMT per capita (19.2) compared to the Project of 18.7 miles (reference Table 4-7 of the Draft PEIR). The No Project Alternative is also expected to result in a lower VMT reduction per capita between 2005 and 2035 (6.90) compared to the Project at 9.24%. In addition, the weekday person trips by transit, walk, and bike modes are expected to be lower for the Project. To determine the Year 2042 LOS for each segment along the Regionally Significant Roads System, segment LOS was estimated using the Fresno COG Traffic Model. The Model considers the capacity of individual segments based on numerous roadway variables (freeway design speed, signalized intersections per mile, number of lanes, saturation flow, etc.).

Results of the 2042 LOS segment analysis of the No Project Alternative along the RTP Regionally Significant Roads System are reflected in Figures 4-13 and 4-14 of the Draft PEIR (Fresno County and FCMA). Segment LOS for the Project are provided in Chapter 3, Section 3-17 and is provided below as Figures 3-13 and 3-14 of the Draft PEIR. The No Project Alternative condition assumes that the 2014 RTP would expire in 2018 but that growth and development would continue consistent with adopted general plans. It also assumes that transportation improvements would be limited to those in improvement programs through the Year 2019. Other details related to the Project and No Project Alternative are

provided in Table 3-101 and Table 4-7 of the Draft PEIR. Comparing the No Project to the Project LOS and other system performance results indicates that the No Project will cause significantly more segments to fall deficient by the Year 2042.

Referencing Tables 3-101 and 4-7 of the Draft PEIR, congestion decreases, and transit use increases significantly with the Project compared to the No Project Alternative. In addition, employment choices are increased for both automobile and transit users. Because one of the stated objectives of the Project is to reduce congestion and improve mobility, this is considered a significant beneficial impact. While the Project will improve deficient levels of service compared to the No Project Alternative, the Project will not address all deficient levels of service anticipated in the future.

The No Project Alternative was rejected:

Because it doesn't substantially reduce or avoid the Project's significant environmental impacts. This Alternative This Alternative results in very few environmental benefits over the proposed 2018 RTP/SCS including agricultural, biotic, cultural/tribal, geologic, and hydrologic. This alternative would have greater significant impacts on aesthetic, air quality, climate change, energy, hazards, land use/planning, noise, population/housing/employment, public services, socio economic, and transportation as noted above.

- ✓ Because it doesn't meet many of the basic Project goals/objectives as shown in Table A-1. The No Project Alternative is rejected as an alternative because Fresno COG finds it would not achieve any of the Project's objectives.

Because, as a result of the analysis undertaken through the CEQA/planning process, it can be seen to be infeasible due to specific factual or legal reasons. This alternative would be out of compliance with federal and state requirements, including the California Transportation Commission Regional Transportation Plan Guidelines, and it would not realize the transportation system benefits of the 2018 RTP/SCS (i.e. improvements to highways, local streets and roads, transit, bicycle, aviation, rail and goods movement). Were transportation funding and improvements to continue to be guided by the 2018 RTP/SCS, the No Project Alternative would not achieve the objective associated with additional modal improvements; therefore, this Alternative is infeasible.

Project Alternative A

Scenario A was designed to reflect public input as closely as possible, and to refrain from making any land-use assumptions beyond the demographic forecast and the jurisdictions' current plans. Scenario A is typified by high levels of road maintenance investment, active transportation infrastructure, and equity, with less investment in expanding roadway capacity. This scenario became the template for the

other scenarios, assuring that all scenarios would adhere reasonably closely to public input. Specific differences between this Alternative and the Project are provided below.

Project Alternative A will have similar aesthetic impacts to the Preferred Project due to similar transportation projects and future land use development causing similar impacts to light and glare and obstruction of views and scenic resources impacts in comparison to existing urban areas that already experience such disturbance. Both Alternatives are focused on more compact and balanced development throughout the County consistent with existing general plans resulting in less intrusion of light and glare and less obstruction to views and scenic resources in outlying areas.

Utilizing required SB 375 analysis, Project Alternative A will have the same impacts regarding the consumption of important farmland because it is expected to consume an estimated 38.2 acres of farmland by 2035. While these results are for 2035, it is assumed that the land consumption would follow the rate to the year 2042. In accordance with CEQA, Figure 4-16 of the Draft PEIR displays the total impacts that Project Alternative A will have on all important farmland (as of the 2014 baseline).

Air quality impacts are determined considering tons of pollutants (Carbon Monoxide, Reactive Organic Gases, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5) released per a typical day in 2035. Referencing Table 4-1 of the Draft PEIR, compared to the Project, Project Alternative A would meet Conformity requirements, and will produce nearly the same amount of criteria pollutant emissions as the Project.

Project Alternative A will have similar impacts to biotic resources compared to the Preferred Project since it would consume the same amount of undeveloped land but would disturb slightly fewer sensitive species habitats and natural lands due to fewer arterial improvement projects in the northeast portion of Fresno County including:

- ✓ McCall Avenue: Griffith Avenue to Shepherd Avenue
- ✓ Shepherd Avenue: Tollhouse Road to Del Rey Avenue
- ✓ Shaw Avenue: McCall Avenue to Academy Avenue

Climate Change impacts are determined considering annual tons of greenhouse gas emissions (Carbon Dioxide or CO_2, Methane or CH_4), Nitrous Oxide or N_2O and others). Alternative A is expected to have less (yet very similar) greenhouse gas reduction percentage results (5.0%) against 2005 levels compared to the Project (5.0%) in 2020 and 10.0% (Alternative A) and 10.0% (Preferred Project) in 2035. While the later results are for 2035, it is assumed that the greenhouse gas reduction percentage would follow the rate to the year 2042. Table 4-1 of the Draft PEIR shows the comparison GHG emissions for the Year 2035 for Alternative A and the Project for the Year 2035.

Project Alternative A will have similar impacts to cultural resources and tribal cultural resources since it would consume the same amount of undeveloped land but would disturb slightly fewer cultural resources due to a fewer arterial improvement projects in the northeast portion of Fresno County including:

- ✓ McCall Avenue: Griffith Avenue to Shepherd Avenue
- ✓ Shepherd Avenue: Tollhouse Road to Del Rey Avenue
- ✓ Shaw Avenue: McCall Avenue to Academy Avenue

Project Alternative A will have the same VMT per capita (18.7 miles in 2035) vs. the Project (18.7 in 2035). Energy efficiency is expected to occur similarly between the Project Alternative A vs. Project since the planned land uses and future transportation improvements under both scenarios or alternatives are the same or very similar.

Impacts related to geologic, seismic, and soils resources would be similar between Project Alternative A and the Preferred Alternatives since the regional population distribution and the future transportation improvements are generally similar under either alternative.

Referencing Table 4-1 of the Draft PEIR, Project Alternative A is expected to have the same VMT vs. the Project but is expected to result in increased opportunities for vehicular accidents involving the transport of hazardous materials. Construction activities related to street and highway development would be slightly less under Alternative A compared to the Project because the Project includes only a few of additional street and highway projects than Alternative A. The additional disruption of existing soils under the Project could result in the encounter of potentially contaminated sites. Both alternatives would consume the same amount of important farmland; therefore, both alternatives would have similar impacts related to pesticide use. Finally, Alternative A may result in a greater concentration of traffic along major streets and roads in Northeast Fresno County that could potentially result in accidents compared to the Project, which will provide a few additional streets and highways to accommodate traffic more efficiently and thereby increase traveler safety.

Project Alternative A and Project would have the same projected population and land use allocation, therefore both alternatives would result in the same amount of water consumption, waste water, and impacts to water quality or impacts caused by flooding.

Project Alternative A and Project would have the same projected population and land use allocation, therefore both alternatives would result in the same impacts on land use and planning.

Project Alternative A and Project would have the same projected population and land use allocation, therefore both alternatives would result in the same noise impacts. One exception would be slightly fewer noise impacts associated with fewer street and road facilities under Alternative A compared to

the Project in Northeast Fresno County. However, noise impacts could also be fewer under the Project, which would spread traffic to more facilities in the Northeast area.

Project Alternative A and Project would have the same projected population, housing and employment impacts given the same land use allocation associated with both alternatives.

Project Alternative A and Project would have the same projected population and land use allocation, therefore both alternatives would result in the same impacts to public utilities, other utilities and services systems. One exception would be slightly fewer impacts associated with fewer street and road facilities under Alternative A compared to the Project in Northeast Fresno County.

Project Alternative A and Project would have the same projected population and land use allocation, therefore both alternatives would result in the same impacts to minority and low-income communities and households. Alternative A includes slightly fewer street and road facilities compared to the Project; however, but such facilities are located in Northeast Fresno County and not within minority and low-income communities. All other street and highway, and other modal projects are the same under both alternatives; therefore, impacts would be the same.

Referencing Table 4-8 of the Draft PEIR, Project Alternative A is expected to experience the same total VMT per capita (18.7 miles for Year 2035) compared to the Project (18.7). In addition, the weekday person trips by transit, walk, and bike modes are expected to be slightly higher for Project Alternative A.

Year 2042 LOS results for the Project are very similar to the results for Project Alternative A (reference Figures 4-17 and 4-18 and Section 3-17 in Chapter 3 of the Draft PEIR) with slightly better LOS associated with the Project. Figures 4-17 and 4-18 of the Draft PEIR (Fresno County and FCMA) show Project Alternative A LOS.

There are no environmental benefits of this alternative over the proposed 2018 RTP/SCS since the two alternatives are very similar in terms of projects and land use development. The exception is that this Alternative has fewer planned arterial improvements in the northeast portion of Fresno County. Scenario D includes the following major capacity improvement projects compared to Alternative Scenario A:

- ✓ McCall Avenue: Griffith Avenue to Shepherd Avenue
- ✓ Shepherd Avenue: Tollhouse Road to Del Rey Avenue
- ✓ Shaw Avenue: McCall Avenue to Academy Avenue

Alternative A was rejected:

- ✓ Because it doesn't substantially reduce or avoid the Project's significant environmental impacts. This Alternative is very similar to the Project, but it does create additional level of service (LOS) impacts and greater vehicle miles traveled (VMT) due to the lack of needed roadway improvements (reference streets note above) in the Northwest portion of the County.

- ✓ Because it doesn't meet many of the basic Project goals/objectives as shown in Table A-1. Alternative A only meets 13 of the 25 Project goals/objectives.

Because, as a result of the analysis undertaken through the CEQA/planning process, it can be seen to be infeasible due to specific factual or legal reasons. As noted above, this Alternative results in higher VMT and worse LOS than the Project. The shift in bike and pedestrian projects and funding in Alternative A did not result in lower VMT or improved LOS compared to the Project; therefore, the Alternative is infeasible.

Project Alternative B

Scenario B places a higher emphasis on active transportation and transit-oriented development by favoring high-density and mixed-use development, and by shifting some new growth to the Fresno-Clovis Metropolitan Area (FCMA). This shift in housing and employment growth represents 5 percent of the FCMA's projected growth share (based on the demographic forecast), translating to about a 20 percent decrease in growth from the smaller cities and from the unincorporated areas.

Project Alternative B will have significantly greater aesthetic impacts due to the higher density and greater intrusion of light and glare from more compact development and greater more compact traffic impacts. Alternative B would have slightly fewer impacts associated with future land use development in currently undeveloped and selected outlying unincorporated communities in the region causing slightly less light and glare and obstruction of views and scenic resource impacts in comparison to existing urban areas that already experience such disturbance.

Utilizing required SB 375 analysis, Project Alternative B will have lower impacts on the consumption of important farmland outside of the current spheres of influence because it is expected to consume an estimated 10.5 acres of farmland by 2035, while the Project would consume 38.2 acres. While these results are for 2035, it is assumed that the land consumption would follow the rate to the year 2042.

Air quality impacts are determined considering tons of pollutants (Carbon Monoxide, Reactive Organic Gases, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5) released per a typical day in 2035. Referencing Table A-2, compared to the Project, Project Alternative B would exceed SB 375 GHG emission targets, and will produce less criteria pollutant emissions as the Project.

Project Alternative B will have fewer impacts to impacts to biotic resources compared to the Preferred Project since it would consume less undeveloped land and would disturb fewer biotic resources such as wetlands due to decreased transportation projects and future land use development in unincorporated communities in the region. Project Alternative B is focused on more compact development in the FCMA resulting in less undisturbed lands in outlying areas and areas where biotic resources exist including wetland areas.

Climate Change impacts are determined considering annual tons of greenhouse gas emissions (Carbon Dioxide or CO_2, Methane or CH_4), Nitrous Oxide or N_2O and others). Alternative B is expected to have the same greenhouse gas reduction percentage results (5%) against 2005 levels compared to the Project (5%) in 2020 and 11% (Alternative B) and 10% (Preferred Project) in 2035. While the later results are for 2035, it is assumed that the greenhouse gas reduction percentage would follow the rate to the year 2042.

Project Alternative B will have fewer impacts to Cultural and Tribal Cultural Resources since it would consume less undeveloped land, which would disturb fewer archeological, paleontological, or human remains, as well as historic structures due to decreased transportation projects and future land use development in unincorporated communities in the region. Project Alternative B is focused on more compact development in the FCMA resulting in less undisturbed lands in outlying areas.

Project Alternative B will have less VMT per capita (18.5 miles in Year 2035) vs. the Project (18.7 in Year 2035). Because of the lower VMT associated with Project Alternative B, there will be lower fuel consumption. More energy efficiency is expected to occur with the Project Alternative B vs. Project as a result of more compact, mixed-use and walkable development resulting in more energy efficiency.

Project Alternative B will have fewer impacts on geology, soils, and mineral resources because development is more efficient in its use of construction materials compared to the less compact development pattern of the Project. Impacts related to geologic, seismic, and soils resources would be less under Project Alternative B since growth and development is concentrated in the FCMA and not allocated across the County in accordance with historical growth trends.

Referencing Table A-2, of the Draft PEIR Project Alternative B is expected to have lower VMT than the Project; however, under Alternative B, traffic would be more constrained to the FCMA resulting in the opportunity for more accidents involving the transport of hazardous materials. Under the Project Alternative B, construction activities related to more compact development, could encounter potentially contaminated sites. Project Alternative B would consume less farmland (10.5 acres by 2035) than the Project (38.2 acres by 2035), which may be potentially contaminated by previous pesticide use.

While Project Alternative B and the Project would have the same projected population, the more concentrated land use pattern of the Project Alternative B would result in a higher per capita and more efficient use of water than the Project, due to the fewer number of single family homes with landscaping. Similarly, waste water would be decreased due to the more efficient land use pattern under Project Alternative B. Impacts to water quality under Project Alternative B would be less than the Project due to the decreased consumption of currently undeveloped land.

Flooding would be site specific, but less consumption of vacant land would occur under Project Alternative B; thereby, decreasing the risk of transportation projects and future land use development being located in flood prone areas. However, Alternative B would result in more dense housing development within the FCMA thereby resulting in the need to potentially extend water lines and provide for new water retention facilities and potentially cause the replacement and rehabilitation of such facilities to accommodate increased usage and housing density. This impact would be significant given the percentage of growth and development that Alternative B would shift from the rural cities and communities.

This alternative would have a smaller number of acres of land consumed due to new development in the City of Fresno in comparison to the Project. It would also have fewer acres of important farmland consumed due to new growth. The residential density and average number of people per acre would be higher than the Project leading to more compact development in the FCMA. The demand for educational facilities would be the same for Project Alternative B and the Project.

However, Project Alternative B assumes a shift in projected development patterns that differs from the balanced growth assumptions present in the Project, as well as population, housing and employment projections established as part the general plans within the region. While the plan neither addresses nor speculates the types of specific planning policies that would be required to produce this deviation from expected future growth behavior, it is assumed that such policies would be relatively vast in scale and would necessarily have to be enacted by the member agencies affected.

Noise impacts are considered significant under this Alternative. With more emphasis placed on mass transit, and active transportation choices (walking and biking), congestion levels in existing rural areas and communities will decrease resulting in decreased noise levels. Project Alternative B will have greater noise impacts due to increased transportation projects and future land use development in currently undeveloped and outlying areas and communities in the region. There may be more intense noise impacts under the Project Alternative B due to more compact development and noise associated with increased traffic and concentrations of people.

Project Alternative B would have a smaller number of acres of land consumed due to new housing and other development in the FCMA in comparison to the Project, which balances the allocation of land use

development throughout the County. It would also have fewer acres of important farmland consumed due to new housing and other growth and development in the FCMA. As referenced in Table A-2, the residential density and average number of people per acre would be higher than the Project leading to more compact development. For Project Alternative B, referencing Table A-2, more compact development would occur resulting in a larger number of households within a half mile of transit corridors compared to the Project. The cumulative impacts between Project Alternative B and the Project would be the same given the same number of people and households projected for the year 2042. However, Alternative B would require a significant shift in the location of growth and development within Fresno County by reducing future growth and development in the rural cities and shifting that growth to the FCMA. This would require each of the local agencies in Fresno County to agree to a set of land use policies that would achieve such a shift and amend their respective general plans, which is both infeasible and very unlikely to occur.

Fewer impacts are expected to occur as a result of Project Alternative B since growth is not as spread out over a larger area of the region in outlying communities resulting in the need for additional and extended public utilities, sewage systems, and other utilities and service systems. In addition, shorter emergency vehicle response times would be experienced than under the Project. Project Alternative B results in the same or fewer impacts to solid waste disposal and transfer facilities as the Project. The solid waste disposal and infrastructure of Project Alternative B would not be as extended out into new growth areas in outlying communities vs. the Project, because it focuses on more compact growth and associated solid waste systems. It should be noted that existing infrastructure under Alternative B may not be able to accommodate the increased density that it would need to support; therefore, enhancement of the existing infrastructure may be required, which would be a significant impact. The generation of green waste would decrease under Project Alternative B because there would be a smaller area of vacant land developed and landscaped vs. the Project, which again would result in more land consumption and less compact development. Construction impacts would be similar to the Project.

Alternative Scenario B is expected to impact minority and low-income communities and households Project Alternative B will provide a lower percentage of single family housing units compared to the Project and would provide a slightly more equivalent mix of single and multi-family housing units, resulting in increased housing affordability and housing choice.

Furthermore, Project Alternative B assumes a shift in projected development patterns that differs from the balanced growth assumptions present in the Project. While the plan neither addresses nor speculates the types of specific planning policies that would be required to produce this deviation from expected future growth behavior, it is assumed that such policies would be relatively vast in scale and would have some significant social and economic impacts.

Compared to the Project, Project Alternative B is expected to experience a lower total Vehicle Miles Traveled (VMT) and a higher per capita VMT reduction. In addition, the weekday person trips by transit, walk, and bike modes are expected to be higher for Project Alternative B. Year 2042 level of service results for the Project are slightly better than LOS results for Project Alternative B. While LOS impacts associated with Alternative B would be slightly worse than the project, VMT would be less. This may result for a number of reasons including that fewer or shorter vehicle trips are being made under Alternative B to avoid congested areas within the FCMA.

Alternative B was rejected:

- ✓ Because it doesn't substantially reduce or avoid the Project's significant environmental impacts. This Alternative creates significantly greater impacts in many of the environmental issue areas including aesthetics, hazards, hydrology, land use/planning/recreation, noise, population/housing, public services, social economic, and transportation.
- ✓ Because it doesn't meet many of the basic Project goals/objectives as shown in Table A-1. Alternative B only meets 10 of the 25 Project goals/objectives.
- ✓ Because, as a result of the analysis undertaken through the CEQA/planning process, it can be seen to be infeasible due to specific factual or legal reasons. This Alternative is not consistent with general plans of the local agencies and established population, housing and employment forecasts and the need for general plan amendments to accommodate the shift in growth and development. As a result, the shift in growth and development from rural communities and cities to the FCMA is infeasible.

Project Alternative C

Alternative C envisions a higher share of new growth going to the small cities and unincorporated communities, the same 5 percent from the metropolitan area translating as a 21 percent increase for the rural areas. Furthermore, this scenario shows a slight preference for mixed-use development.

Project Alternative C will have greater aesthetic impacts due to increased transportation projects and future land use development in currently undeveloped and outlying communities in the region causing greater light and glare and obstruction of views and scenic resources impacts in comparison to existing urban areas that already experience such disturbance. The Project is focused on more compact development consistent with existing general plans resulting in less intrusion of light and glare and less obstruction to views and scenic resources in outlying areas.

Utilizing required SB 375 analysis, Project Alternative C will have greater impacts on the consumption of important farmland outside of the current spheres of influence because it is expected to consume an estimated 68 acres of farmland by 2035, while the Project would consume only 38.2 acres. While these results are for 2035, it is assumed that the land consumption would follow the rate to the year 2042.

Air quality impacts are determined considering tons of pollutants (Carbon Monoxide, Reactive Organic Gases, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5) released per a typical day in 2035. Referencing Table A-2, compared to the Project, Project Alternative C is also expected to pass air quality conformity tests and will produce the same amounts of PM_{10} and $PM_{2.5}$ criteria pollutant emissions as the Project; however, NO_X criteria pollutant emissions are slightly higher for Alternative C vs. the Project Alternative.

Project Alternative C will have greater impacts to biotic resources since it would consume more undeveloped land and would disturb sensitive species habitats and natural lands due to increased transportation projects and future land use development in currently undeveloped and outlying communities of the region. The Project is focused on more compact development consistent with existing general plans resulting in less undisturbed land consumption in outlying areas and communities.

Climate Change impacts are determined considering annual tons of greenhouse gas emissions (Carbon Dioxide or CO_2, Methane or CH_4), Nitrous Oxide or N_2O and others). Alternative C is expected to have worse greenhouse gas reduction percentage results (4.0%) against 2005 levels compared to the Project (5%) in 2020 and 9 % (Alternative B) and 10% (Preferred Project) in 2035. As a result, Alternative C would not meet required GHG emission reduction targets in accordance with SB 375. While the later results are for 2035, it is assumed that the greenhouse gas reduction percentage would follow the rate to the year 2042. Table A-2 shows the comparison GHG emissions for the Year 2035 for Alternative C and the Project for the Year 2035.

Project Alternative C will have greater impacts to cultural resources since it would consume more undeveloped land, which would disturb archeological, paleontological, or human remains, as well as historic structures due to increased transportation projects and future land use development in currently undeveloped and outlying areas and communities in the region. The Project is focused on more compact development consistent with existing general plans resulting in fewer undisturbed lands in outlying areas.

Project Alternative C will have greater VMT per capita (18.9 miles in 2035) vs. the Project (18.7 in 2035). Because of the higher VMT with Project Alternative C, there will be higher fuel consumption.

Less energy efficiency is expected to occur with the Project Alternative C vs. Project. The Project will result in less energy consumption as a result of more compact, mixed-use and walkable development resulting in more energy efficiency.

Project Alternative C will have greater impacts related to geologic, seismic, and soils resources because development is less efficient in its use of construction materials compared to the more compact development pattern of the Project.

Referencing Table A-2, Project Alternative C is expected to have higher VMT than the Project and is expected to result in increased opportunities for vehicular accidents involving the transport of hazardous materials. Under the Project Alternative C, construction activities related to less compact development, could encounter potentially contaminated sites. Project Alternative C would consume more farmland (68 acres by 2035) than the Project (38.2 acres by 2035), which may be potentially contaminated by previous pesticide use. In addition, Alternative C will result in a greater spreading of traffic that could potentially result in accidents and the release of hazardous waste near outlying schools.

While Project Alternative C and Project would have the same projected population, the more sprawling land use pattern of Project Alternative C would result in a more per capita and less efficient use of water than the Project, due to the greater number of single family homes with landscaping. Similarly, waste water would be increased due to the less efficient land use pattern under the Project. Under Project Alternative C, more new development would be serviced in areas not currently served by existing infrastructure. Impacts to water quality under Project Alternative C would be greater than the Project due to the increased consumption of currently undeveloped land. Flooding would be site specific, but more consumption of vacant land would occur under Project Alternative C; thereby, increasing the risk of transportation projects and future land use development being located in flood prone areas.

Project Alternative C would have a greater number of acres of land consumed due to new lower density development allocated in the rural areas of the County in comparison to the Project (11,207 acres). It would also have more acres of important farmland consumed due to new growth. As referenced in Table A-2, the residential density and average number of people per acre would be lower than the Project leading to less compact development. The demand for educational facilities would be the same for Project Alternative C and the Project; however, the location of the educational facilities would result in more schools being located in rural areas or communities than under the Project, which would result in fewer schools being located within Fresno and Clovis area. In addition, Alternative C will accommodate more land use development in rural cities resulting in greater impacts to biotic resources in the surrounding areas. Furthermore, since Alternative C will accommodate more land use development in rural cities greater impacts on open space and community recreational areas will occur.

Finally, Project Alternative C assumes a shift in projected development patterns that differs from the balanced growth assumptions present in the Project. While the plan neither addresses nor speculates the types of specific planning policies that would be required to produce this deviation from expected

future growth behavior, it is assumed that such policies would be relatively vast in scale and would necessarily have to be enacted by the member agencies affected.

With more emphasis placed on active transportation choices (walking and biking), congestion levels in existing rural areas and communities will decrease resulting in decreased noise levels. Project Alternative C will have fewer noise impacts due to decreased transportation projects in currently undeveloped and outlying areas and communities in the region. There may be more intense noise impacts under the Project Alternative C due to more compact development and noise associated with the concentrations of people and traffic.

Project Alternative C would have a greater number of acres of Important Farmland (68 acres in 2035) due to new housing and other development in comparison to the Project (38 acres). It would also have more acres of important farmland consumed due to new housing and other growth and development in the rural areas and communities. As referenced in Table A-2, the residential density and average number of people per acre would be lower than the Project leading to less compact development. For the Project Alternative C, referencing Table A-2, less compact development would occur resulting in a smaller number of households within a half mile of transit corridors compared to the Project. The cumulative impacts between Project Alternative C and the Project would be the same given the same number of people and households projected for the year 2042.

More impacts are expected to occur as a result of Project Alternative C since growth is spread out over a larger area of the region in outlying communities resulting in the need for additional and extended public utilities, sewage systems, and other utilities and service systems. In addition, longer emergency vehicle response times would be experienced than under the Project. Project Alternative C results in the same or fewer impacts to solid waste disposal and transfer facilities as the Project. The solid waste disposal and infrastructure of Project Alternative C would be extended out into new growth areas in outlying communities vs. the Project, because it focuses on less compact growth and associated solid waste systems. The generation of green waste would decrease under Project Alternative C because there would be a greater area of vacant land developed and landscaped vs. the Project. Construction impacts would be similar to the Project.

Alternative Scenario C are expected to impact minority and low-income communities and households Project Alternative C will provide a lower percentage of single family housing units compared to the Project, which would provide a better mix of single and multi-family housing units, resulting in increased housing affordability and housing choice. Furthermore, Project Alternative C assumes a shift in projected development patterns that differs from the balanced growth assumptions present in the Project. While the plan neither addresses nor speculates the types of specific planning policies that would be required to produce this deviation from expected future growth behavior, it is assumed that

such policies would be relatively vast in scale and would have some significant social and economic impacts.

Project Alternative C is expected to experience a higher total VMT per capita (18.9 miles in 2035) compared to the Project of 18.7 miles. In addition, the weekday person trips by transit, walk, and bike modes are expected to be lower for Project Alternative C. Year 2042 LOS results for the Project are very similar to the results for Project Alternative C.

Alternative C was rejected:

- ✓ Because it doesn't substantially reduce or avoid the Project's significant environmental impacts. This Alternative creates significantly greater impacts in all of the environmental issue areas including aesthetics, agriculture, air quality, biotics, climate change, cultural/tribal, energy, geologic, hazards, hydrology, land use/planning/recreation, noise, population/housing, public services, social economic, and transportation.
- ✓ Because it doesn't meet many of the basic Project goals/objectives as shown in Table A-1. Alternative B only meets 7 of the 25 Project goals/objectives.
- ✓ Because, as a result of the analysis undertaken through the CEQA/planning process, it can be seen to be infeasible due to specific factual or legal reasons. This Alternative is not consistent with general plans of the local agencies and established population, housing and employment forecasts and the need for general plan amendments to accommodate the shift in growth and development. As a result, the shift in growth and development from the FCMA to the rural communities and cities is infeasible.

Based on the analysis and results described in Chapter 3 and Sections 4.4 and 4.5 of the Draft PEIR, the Environmentally Preferred Project Alternative is the implementation of the 2018 RTP/SCS (SCS Scenario D). The Project is considered the "Environmentally Preferred Alternative" as noted below.

Environmentally Superior Alternative

Environmentally Superior Alternative Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

In this case, Alternative A performs similar to the proposed Project and is considered to be environmentally superior to the proposed Project. This alternative however, is rejected for not meeting as many Project objectives as the Project and having slightly more impacts to traffic.

The No Project Alternative would not be considered environmentally superior overall. Although it would entail the fewest projects and therefore result in the fewest construction-related impacts and impacts associated with ground disturbance, many of the transportation improvements envisioned in the 2018 RTP/SCS would not occur. As a consequence, total VMT would be greater with this alternative as compared to the Project. In addition, air contaminant, and GHG emissions impacts would be greater than the Project. Under Alternative B, growth and development would be focused in FCMA and shifted from the rural cities and communities resulting in conflicts with land use and planning, social economic considerations, noise, and other impacts, and most importantly inconsistency with adopted general plans and growth projections.

In addition, Alternative B would provide for additional constrained or congested facility and transportation systems/facilities within the FCMA. Finally, there would be significant impacts on Environmental Justice Communities in the rural area as a result of the over 20 percent shift of population, housing and employment growth between 2018 and 2042 from those rural areas to the FCMA as a result of Alternative B. Alternative C would not be considered environmentally superior to the proposed project primarily because it will have impacts to agricultural resources, critical habitats and cultural resources due to the increased amount of growth and development within the rural cities and communities, which is shifted from the FCMA to those areas.

A.8: FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

Consistent with CEQA's requirements, the PEIR for the Project includes an analysis of cumulative impacts, which include the impacts of the Project.

Fresno COG hereby finds as follows:

Aesthetics

Future development within Fresno County and development in surrounding areas would result in the increased intensity of existing urban land uses as well as conversion of open space into urban land uses, which is expected to result in a less than significant visual impact. The conversion of open space to urban land uses would result in a significant unavoidable impact by causing the obstruction of existing open views as well as potentially obstructing distant panoramic views from existing development; therefore, implementation of the proposed 2018 RTP/ SCS will cumulatively contribute significantly to the loss of visual character of the County. Aesthetic impacts associated with implementation of the 2018 RTP/ SCS are analyzed in Chapter 3, Section 3.2 of the Draft PEIR.

Impacts AE.1:

Fresno County will experience significant growth and development by 2042. The 2018 RTP/ SCS influences the pattern of this development, by increasing mobility. At the regional scale, the 2018 RTP's and SCS's contribution to impacts on the overall visual character of the existing landscape setting would be cumulatively significant.

The 2018 RTP/ SCS include land use policies that would affect the regional distribution of population, households, employment, and facilities and could impact aesthetics and views. The primary land use strategy discussed in the 2018 RTP/SCS emphasizes focusing development in accordance with applicable general plans, including increased densities and infill development. Such future development may result in taller buildings that obstruct views. However, an infill strategy will also help preserve open space in the region, thereby protecting many scenic resources.

Fresno County will increase in population and employment by 2042. Some of these people will live in households and work at jobs on land that is currently vacant. This conversion of vacant land to residential or other uses would have a significant impact on aesthetics and views. As a result of the population growth expected to occur in the region over the next 26 years, contrasts with existing visual character will occur either due to increased land use intensity in urban areas or due to development of previously vacant lands. Although implementation of mitigation measures would reduce potential cumulative impacts, the impacts would be considered cumulatively considerable.

Mitigation Measures:

- ✓ **AE.1-1** Mitigation measures referenced in Chapter 3, Section 3.2 should also be implemented to address cumulative impacts.

Significance After Mitigation:

Population growth projected by 2042 in combination with the projects in the 2018 RTP/SCS would consume land that is currently vacant resulting in contrasts with the overall visual character of the existing landscape setting. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno

COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Agriculture and Forestry Resources

As Fresno County and the surrounding areas develop, a greater intensity of land uses may result in cumulative land use compatibility impacts. The proposed 2018 RTP/ SCS will result in the conversion of State-designated (Prime, Unique, and Statewide Important) farmland as well as land currently utilized for agricultural productivity Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance to a variety of non-agricultural uses. Impacts to agricultural resources associated with implementation of the 2018 RTP/SCS are analyzed in Chapter 3, Section 3.3 of the Draft PEIR.

Impacts AG 1:

Implementation of the 2018 RTP/ SCS would result in conversion of approximately 38.2 acres of important farmland to urban use as defined by SB 375. While this represents total agricultural land lost in Fresno County outside of the recorded-year 2014 and current spheres of influence of each of the local jurisdictions or agencies, neighboring counties would also continue to convert agricultural land due to development outside of Fresno County. This collectively adds to the overall conversion of agricultural lands in the cumulative impact analysis and surrounding area. The contribution of the proposed 2018 RTP/SCS to cumulative loss of agricultural and forest land resources would be cumulatively considerable. This is considered to be a potentially significant impact.

Mitigation Measures:

- ✓ **AG 1-1** Mitigation measures referenced in Chapter 3, Section 3.3 should also be implemented to address cumulative impacts.

Significance After Mitigation:

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies.

As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Air Quality

Chapter 3, Section 3.4 of the Draft PEIR includes a detailed analysis of the air quality conditions related to implementation of the proposed 2018 RTP/ SCS. This includes an analysis of regional and localized air quality impacts such as impacts from air emissions during construction and operation, exposure to toxic air contaminants, and odor impacts. The discussion below addresses cumulative air quality impacts beyond Fresno County.

Fresno County is within the San Joaquin Valley Air Basin which is monitored by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The State has identified specific pollutants for which emissions levels have exceeded applicable federal and state pollutant standards in each of the air basins. Fresno County is nonattainment for Ozone (1 hour and 8 hour) and PM_{10} and $PM_{2.5}$. The project will result in beneficial effects of system-wide improvement in traffic flows and reduced congestion, which would reduce the potentially for increased air emissions. The SJVAPCD 2016 Ozone Plan, 2007 PM_{10} Maintenance Plan, and the 2012 $PM_{2.5}$ Plan all document the SJVAPCD's plans to achieve the state ambient air quality standards, and as such, compliance with the regulations and incentives contained in the SJVAPCD plans results in compliance with the state ambient air quality standards. Based on the air quality analysis documented in Section 3.4 of this Draft PEIR, the 2018 RTP/SCS conforms to the applicable SJVAPCD plans (2016 Ozone Plan, 2007 PM_{10} Maintenance Plan, and the 2012 $PM_{2.5}$ Plan) and demonstrates progress toward attainment with the state ambient air quality standards for PM_{10}, $PM_{2.5}$ and Ozone. As a result, implementation of the 2018 RTP/ SCS would result in a less than significant impact to PM_{10}, $PM_{2.5}$, and Ozone.

Generally, growth within a specific region can not only worsen pollution levels within its own basin but it can also potentially worsen pollution levels within neighboring basins. Pollutant transport can occur as a result of various topographical and atmospheric conditions that cause pollution generated in one location to move to another location outside of the air basin. While the 2018 RTP/SCS does contribute to an ongoing violation, it does not impede the above referenced plans and regulations.

Impacts AQ 1:

Forecasted growth within Fresno County and its surrounding areas will result in a potentially significant cumulative impact from air emissions adversely affecting a number of air basins. The regional contribution to these cumulative air quality impacts may also be potentially significant.

Mitigation Measures:

- ✓ **AQ 1-1** Implement Mitigation Measures in Chapter 3, Section 3.4. Implementation of these measures will lessen this impact but not to a less than significant level.

Significance After Mitigation:

While population growth is expected to occur in Fresno County and its surrounding areas in the future with and without the Project, implementation of mitigation measures is expected to lessen cumulative impacts, however they will remain significant and unavoidable. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local

jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the significant impacts identified, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Biotic Resources

Chapter 3, Section 3.5 of the Draft PEIR includes a detailed analysis of the biotic conditions related to implementation of the proposed 2018 RTP/SCS. While the loss of some special status species and important natural communities' habitat in Fresno County is expected as a result of implementation of the 2018 RTP/ SCS, surrounding communities may also convert habitat land for development and actions by these surrounding communities may further impact these biological resources. Collectively, this adds to the overall cumulative impacts to biological resources.

Impacts BR 1:

Growth and development in Fresno County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility, influences the pattern of this growth and development. The 2018 RTP's and SCS's influence on growth potentially contributes to following regional cumulatively considerable impacts:

- ✓ Displacement of natural vegetation.
- ✓ Damage to sensitive species habitat.
- ✓ Habitat fragmentation.
- ✓ Impacts to riparian and wetland habitats.
- ✓ Construction and operational disturbances.
- ✓ Siltation.

The amount of new developed acreage (consuming previously vacant land) would be considerable. This degree of development is reasonably foreseeable; however, to assign this future development to precise locations would be speculative, such that it cannot be estimated which natural vegetation communities would be affected. Despite the inability to predict the acreage of each habitat type that may be affected, it is reasonable to expect that this future development would contribute to the same types (although on a larger scale) of impacts detailed in Chapter 3, Section 3.5 of the Draft PEIR.

These indirect impacts on biological resources are associated with population, employment, and household growth forecast by Fresno COG, and they are considered a significant cumulative impact.

Mitigation Measures:

- ✓ **BR 1-1** The cumulative impacts to biological resources, due to the forecast urban development associated with the 2018 RTP/ SCS, would be mitigated using the same measures detailed for impacts referenced in Chapter 3, Section 3.5 of the Draft PEIR, in addition to the following measure.
- ✓ **BR 1-2** Future impacts to biotic resources will be minimized through cooperation and information sharing between the implementation agency and affected resource agencies.

Significance After Mitigation:

The impacts to biotic resources due to regional scale growth would be reduced through application of the mitigation measures; however, implementation of the 2018 RTP's and SCS's transportation improvement and future land use development projects to accommodate growth and development in Fresno County (as reflected in adopted local agency general plans) would contribute to biotic resource impacts. Impacts to biotic resources from the 2018 RTP/ SCS would be cumulatively considerable. The responsibility to mitigate impacts to biotic resources rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce conflicts with any local policies or ordinances protecting biological resources, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Climate Change

Climate change impacts associated with implementation of the 2018 RTP/ SCS are analyzed in Chapter 3, Section 3.6 of the Draft PEIR. Climate change impacts tend to be considered exclusively cumulative in nature. Implementation of the 2018 RTP/ SCS would be consistent with statewide and regional plans and would achieve the statewide target for future year emissions reductions required under SB 375, AB 32, and SB 32.

Impact CC 1:

Although growth and development in Fresno County and its surrounding communities is likely to result in increases in cumulative GHG emissions and contribute to global climate change, the contribution of

the 2018 RTP/ SCS to cumulative GHG emissions and global climate change would typically be considered a less than significant impact. However, for reasons considered below, impacts are considered significant and unavoidable.

Mitigation Measure:

- ✓ **CC 1-1** Implement Mitigation Measures in Chapter 3, Section 3.6 of the Draft PEIR. Implementation of these measures will lessen this impact but not to a less than significant level.

Significance After Mitigation:

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce increased transportation GHG emissions on climate change, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Cultural and Tribal Cultural Resources

Impacts to cultural resources associated with implementation of the 2018 RTP/ SCS are analyzed in Chapter 3, Section 3.7 of the Draft PEIR. While some cultural resources may have regional significance, the resources themselves are site-specific, and impacts to them are project-specific; therefore, they are not typically considered cumulatively. However, if a cultural resource represents the last known example of its kind, impacts to it would be considered cumulatively significant.

Impacts CTR 1:

Growth and development in Fresno County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility and by inclusion of transportation measures, influences the pattern of this development. The 2018 RTP's and SCS's influence on growth contributes to regional impacts to existing historic resources and previously undisturbed and undiscovered cultural and tribal resources. This impact would be cumulatively considerable.

The amount of new developed acreage (consuming previously vacant, open space/recreation and agricultural land) from transportation and land use policies in the 2018 RTP/SCS would be greater than the No Project Alternative. While there will be a similar amount of cultural and tribal resources impacted as a result of future growth and development to the year 2042 associated with the Project Alternative, the No Project Alternative will result in fewer cultural and tribal resource impacts as a result of significantly fewer transportation improvement projects. This degree of development and the implementation of transportation improvements is reasonably foreseeable; however, to assign this future development and transportation improvements to precise locations or alignments would be speculative, such that it cannot be estimated where cultural and tribal resources would be affected. Despite the inability to predict the acreage of previously undisturbed land that may be affected, it is reasonable to expect that this future development would contribute to the same types of impacts detailed in Impacts 3.7.1 through 3.7.5, of Chapter 3, Section 3.7 of the Draft PEIR. These effects are considered a cumulatively considerable impact.

Mitigation Measures:

- ✓ **CTR 1-1** The cumulative impacts to cultural resources, due to the forecast growth and development associated with the 2018 RTP/ SCS, would be mitigated using the same measures detailed for impacts referenced in Chapter 3, Section 3.7 of the Draft PEIR, in addition to the following measure.

- ✓ **CTR 1-2** Future impacts to cultural resources will be minimized through cooperation and information sharing between the implementation agency and affected resource agencies.

Significance After Mitigation:

The impacts to cultural and tribal resources due to regional scale growth would be reduced through application of the mitigation measures; however, implementation of the 2018 RTP's and SCS's transportation improvement projects to accommodate growth and development in Fresno County (as reflected in adopted local agency general plans) would contribute to cultural and tribal resource impacts. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce significant impacts on historic resources and human remains and tribal resources, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies.

As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Energy and Energy Conservation

Energy impacts associated with implementation of the 2018 RTP/SCS are analyzed in Chapter 3, Section 3.8 of the Draft PEIR. Demand for electrical power and natural gas has the potential to affect areas outside of Fresno County in a cumulative manner, because energy systems are interconnected and may even crossover into other states and countries. If growth of supplies does not keep pace with demand, the effects of growth and development in the cumulative impact analysis area have the potential to create shortages, resulting in a potentially significant cumulative impact.

Impacts EN 1:

To reduce the consumption of energy and maintain consistency with smart growth principals, the 2018 RTP/SCS include a proposed land use plan and transportation system focused on mixed uses, compact development, and multi-modal transportation options. However, implementation of the RTP/SCS is still anticipated to result in a per-capita and total increase in energy use in Fresno County. In addition to other growth and development in Fresno County and the surrounding communities that could result in increases in the demand for energy, the contribution of the 2018 RTP/ SCS to cumulative energy impacts is considered significant.

Mitigation Measures:

- ✓ **EN 1-1** The cumulative impacts to energy due to the forecast growth and development associated with the 2018 RTP/SCS would be mitigated using the same measures detailed for impacts referenced in Chapter 3, Section 3.8 of the Draft PEIR.

Significance After Mitigation:

The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce impacts on energy and energy resources, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Geology/Soils/Mineral Resources

The implementation of the proposed RTP /SCS will contribute to the urbanization of Fresno County, which will result in the direct and/or indirect increase of seismic, slope, soil instability, or wind hazards. This increase would result from urban development and the conversion of vacant land to urban uses. As Fresno County grows, the opportunity for the hazards to occur grows also. Therefore, implementation of the proposed RTP/SCS will cumulatively contribute significantly to the increased exposure of people and property to seismic, slope, soil instability, and wind hazards.

Chapter 3, Section 3.9 of the Draft PEIR includes a detailed analysis of the geology and soil conditions related to implementation of the proposed 2018 RTP /SCS.

Impacts GSM 1:

Growth and development in Fresno County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility and including alternative transportation modes, influences the pattern of this urbanization. Implementation of the 2018 RTP/ SCS would have the potential to result in a cumulatively considerable adverse effect on human beings and property when considered at the regional scale.

Potentially hazardous geological and seismic factors are found throughout the San Joaquin Valley. Given the regional scale and growth-inducing nature of the projects and programs included in the 2018 RTP/ SCS, the cumulative impacts of the 2018 RTP/ SCS on geological units and soils as well as the potential exposure to substantial adverse effects to people and property would be significant.

Mitigation Measures:

- ✓ **GSM 1-1** Mitigation measures reference in Chapter 3, Section 3.9 of the Draft PEIR. would be applied to this impact in addition to the following measure:

- ✓ **GSM 1-2** Future impacts to geologic resources will be minimized through cooperation and information sharing between the implementation agency and affected resource agencies.

Significance After Mitigation:

The impacts to geologic resources due to regional scale growth would be reduced through application of the mitigation measures; however, implementation of the 2018 RTP's and SCS's transportation improvement and future land use development projects to accommodate growth and development in Fresno County (as reflected in adopted local agency general plans) would contribute to geologic resource impacts. The responsibility to approve land use development consistent with the general plans

and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce damaged transportation infrastructure and other land use development structures from seismic activity, slope failure and soil erosion, and loss of mineral resources, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Hazards and Hazardous Materials

Development in accordance with the proposed RTP/SCS would cumulatively increase the intensity of development in Fresno County. Compliance with federal, State, and local regulations concerning the storage and handling of hazardous materials and/or waste would reduce the potential for significant public health and safety impacts from hazardous materials to occur. Therefore, the impact of the proposed RTP/SCS in addition to future development in surrounding areas is not expected to affect significantly the number of people exposed to public health and safety risks from exposure to hazardous materials.

Chapter 3, Section 3.10 of the Draft PEIR includes a detailed analysis of the hazardous materials conditions related to implementation of the proposed 2018 RTP/ SCS.

Impacts HM 1:

Implementation of the investments and policies in the 2018 RTP/ SCS could create a potential hazard to the public or the environment by the disturbance of contaminated sites as a result of population and housing growth in the region. The 2018 RTP's and SCS's influence on mobility and its land use-transportation systems would influence population distribution, potentially contributing to a cumulatively considerable impact related to disturbance of contaminated sites by new urban development. This impact is considered to be significant.

Mitigation Measures:

- ✓ **HM 1-1** Referenced in Chapter 3, Section 3.10 of the Draft PEIR as implemented by responsible agencies and private developers would address this impact.

Significance After Mitigation:

With appropriate review and clean up or maintenance, this impact would not be cumulatively considerable and therefore would be less than significant. However, the responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the impacts of hazardous materials, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Hydrology & Water Resources

Chapter 3, Section 3.11 of the Draft PEIR includes a detailed analysis of the hydrology and water quality conditions related to implementation of the proposed 2018 RTP/SCS. Some types of impacts are localized and occur independently; these are not considered cumulative. There are, however, hydrology and water quality impacts that may be additive and cumulative.

Development within a flood hazard area results in continuous and incremental changes over time that could have cumulative adverse effects during a flood. Alterations of the drainage patterns, effects of groundwater withdrawal, and groundwater recharge may be cumulatively affected.

Impacts HW 1:

Growth and development will increase substantially by 2042. The 2018 RTP/SCS, by increasing mobility and by including alternative transportation modes, influences the pattern of this development. The 2018 RTP's and SCS's influence on growth would contribute to the conversion of undeveloped land, resulting in impacts to water quality, stormwater infiltration and groundwater recharge, flood hazard impacts, wastewater treatment services, and water demand.

The growth projection associated with the 2018 RTP /SCS would substantially increase the amount of developed land in the County. With the 2018 RTP /SCS, the amount of new developed acreage (consuming previously vacant land) would be considerable.

Mitigation Measures:

- ✓ **HW 1-1** Mitigation Measures referenced in Chapter 3, Section 3.11 of the Draft PEIR shall be applied to all transportation and future land use development projects, as feasible, in addition to the following measures:

- ✓ **HW 1-2** Local governments and Caltrans should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows.

- ✓ **HW 1-3** Local governments and Caltrans should implement green infrastructure and water-related green building practices through incentives and ordinances. Green building resources include the U.S. Green Building Council's Leadership in Energy and Environmental Design, Green Point Rated Homes, and the California Green Builder Program.

- ✓ **HW 1-4** Local governments and Caltrans should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, development and restoration of public parks, and parking lot conversions, to maximize benefits and share costs.

- ✓ **HW 1-5** Developers, local governments, Caltrans, and water agencies should maximize permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.

- ✓ **HW 1-6** Future impacts to water quality should be avoided through cooperative planning, information sharing, and comprehensive pollution control measure development.

- ✓ **HW 1-7** Local jurisdictions, Caltrans, and water agencies are encouraged to continue planning for improved stormwater management and groundwater recharge. Future adverse impacts should be avoided through cooperative planning, information sharing, and comprehensive implementation efforts.

- ✓ **HW 1-8** Local governments and Caltrans should prevent improvement project and future land use development in flood hazard areas that do not have appropriate protections, especially in alluvial fan areas of the region.

- ✓ **HW 1-9** Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity, making greater use of those facilities prior to incurring new infrastructure costs.

- ✓ **HW 1-10** Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity.

- ✓ **HW 1-11** Local jurisdictions should promote reduced wastewater system demand by: designing wastewater systems to minimize inflow and increase upstream treatment and infiltration to the extent feasible, reducing overall source water generation by domestic and industrial users, deferring development approvals for industries that generate high volumes of wastewater until wastewater agencies have expanded capacity.

- ✓ **HW 1-12** Project developers and agencies should consider potential climate change hydrology and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.

- ✓ **HW 1-13** Local water agencies should continue to evaluate future water demands and establish the necessary supply and infrastructure to meet that demand.

- ✓ **HW 1-14** Developers, local governments, and water agencies should include conjunctive use as a water management strategy when feasible.

- ✓ **HW 1-15** Developers and local governments should reduce exterior uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.

- ✓ **HW 1-16** Future impacts to water supply should be minimized through cooperation, information sharing, and program development.

Significance After Mitigation:

RTP/ SCS improvement projects and future land use development expected by 2042 would create adverse impacts on water quality, stormwater infiltration and groundwater recharge, flood hazard impacts, and wastewater treatment service and water demand impacts. The 2018 RTP's and SCS's influence on growth distribution is a cumulatively considerable contribution to this significant impact. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the identified significant impacts identified, it is probable that such impacts could remain significant and unavoidable. As a program-level document,

evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Land Use & Planning & Recreation

As Fresno County and the surrounding areas develop, a greater intensity of lane uses may result in cumulative land use compatibility impacts. Chapter 3, Section 3.12 of the Draft PEIR includes a detailed analysis of the land use and planning conditions related to implementation of the proposed 2018 RTP/ SCS.

Impacts LPR 1:

Growth and development in the County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility and enhancing alternative transportation modes, influences the pattern of this urbanization. The 2018 RTP/SCS are in-line with current implementation agencies' adopted land use plans; however, should an agency make changes that reflect a differing development pattern, they could then have the potential to conflict with applicable adopted local land use plans and policies and result in impacts on recreational facilities.

While the RTP /SCS are likely to result in a positive outcome related to supportive land use conditions for alternative forms of transportation such as transit, other improvement projects and future land use developments in the RTP /SCS could have significant impacts on land use patterns, land use growth and development. This impact could be especially significant on recreational, open space, agricultural, and other land uses within the County. The 2018 RTP's and SCS's influence on growth contributes to regional cumulatively considerable impacts to land use and would change the intensity of land use in some areas.

Mitigation Measures:

- ✓ **LPR 1-1** The mitigation measures listed in Chapter 3, Section 3.12 of the Draft PEIR would be applied as mitigation for this impact. In addition, the following measure would apply.

- ✓ **LPR 1-2** Regional planning efforts will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Significance After Mitigation:

In order to accommodate the projected population totals assumed for 2042, the region will need to change land uses and increase the intensity of some existing land use. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce impacts on land use and planning, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce impacts identified.

Noise

The 2018 RTP /SCS would result in potential cumulative noise level increases along major roadways and near industrial/commercial zones. Each of these noise impacts would be dealt with separately when new noise sensitive or noise generating developments are proposed. Chapter 3, Section 3.13 of the Draft PEIR includes a detailed analysis of the noise conditions related to implementation of the proposed 2018 RTP/SCS.

Impacts N 1:

Cumulative ambient noise levels could increase in the region to exceed normally acceptable noise levels or have substantial increases in noise as a result of the operation of expanded or new transportation facilities and future land use developments.

The 2018 RTP/SCS could have a significant impact on noise in the region. As described under Chapter 3, Section 3.13 of the Draft PEIR, many of the projects involve construction, which would result in significant short-term impacts. While the construction noise is temporary and short-term at the project level, the cumulative construction noise region wide could be significant. Over the course of the planning horizon there is likely to be constant construction within the region.

Cumulative transportation noise could also increase. This ambient noise increase could be related to aircraft overflights, railroads, as well as freeway, arterial and transit noise, and finally the operation of future land use developments.

Mitigation Measures:

- ✓ **N 1-1** Mitigation measures intended to reduce the noise impacts on sensitive receptors are part of the 2018 RTP/ SCS. These include: site design, buffers, soundwalls, etc.

- ✓ **N 1-2** Further reduction in noise impacts would be obtained through the implementation of the measures described in Chapter 3, Section 3.13 of the Draft PEIR.

Significance After Mitigation:

Mitigation Measures referenced in Chapter 3, Section 3.13 of the Draft PEIR may not reduce noise levels to below regulatory levels in all cases. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce the identified noise impacts, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Population, Housing & Employment

Future increases in population and housing will occur within Fresno County. Development on a scale and intensity permitted under the 2018 RTP/SCS would result in cumulatively significant population increases within the County and region. Chapter 3, Section 3.14 of the Draft PEIR includes a detailed analysis of the population, housing, and employment conditions related to implementation of the proposed 2018 RTP/ SCS.

Impacts PHE 1:

Growth and development in the County will increase substantially by 2042. The 2018 RTP/SCS, by increasing mobility and including transportation measures, influences the pattern of this development. The 2018 RTP's and SCS's influence on growth contributes to regional cumulatively considerable impacts to population, housing and employment and would change the intensity of land use in some areas.

Mitigation Measures:

- ✓ **PHE 1-1** The mitigation measures listed in Chapter 3, Section 3.14 of the Draft PEIR would be applied as mitigation for this impact. In addition, the following measure would apply.

- ✓ **PHE 1-2** Regional planning efforts will be used to build a consensus in the region to support changes in population, housing and employment to accommodate future growth while maintaining the quality of life in the region.

Significance After Mitigation:

In order to accommodate the projected population, housing and employment totals assumed for 2042, the region will need to change land uses and increase the intensity of some existing land use. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce impacts on population, housing, and employment, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Public Utilities, Other Utilities & Services Systems

Chapter 3, Section 3.15 of the Draft PEIR includes a detailed analysis of the public utilities, other utilities, and services systems conditions related to implementation of the proposed 2018 RTP /SCS.

Impacts PU 1:

The contribution of the proposed 2018 RTP /SCS to cumulative public service impacts in the form of state routes, freeways, and other roads under the jurisdiction of the CHP; rural wildland fire areas protected by CAL FIRE; and regional, state, and federal parks, open space, recreational areas, and other future land uses may be cumulatively considerable. This is considered to be a potentially significant impact.

Mitigation Measures:

- ✓ **PU 1-1** The mitigation measures listed in Chapter 3, Section 3.15 of the Draft PEIR would be applied as mitigation for this impact.

Significance After Mitigation:

If the implementing agency adopts these mitigation measures, it will reduce the contribution of the proposed 2018 RTP/ SCS to cumulative impacts to a less than significant level. However, the responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce impacts public services, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Impacts PU 2:

Growth and development in the County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility and including alternative transportation modes, influences the pattern of this development. The 2018 RTP's and SCS's influence on growth contributes to regional cumulatively considerable impacts to police and fire and emergency services, solid waste services, and other public services in the County.

Growth and development in the region will require additional police, fire, and other emergency and public services, and additional solid waste services. Such needs will be determined on a transportation project-and future land use development project-level basis by individual service providers.

Mitigation Measures:

The mitigation measures listed in Chapter 3, Section 3.15 of the Draft PEIR would be applied as mitigation for this impact in addition to the following.

- ✓ **PU 2-1** The growth inducing potential of individual transportation and future land use projects will be carefully evaluated so that the full implications of the projects are understood. Individual environmental documents should quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities to the extent feasible.

- ✓ **PU 2-2** The California Integrated Waste Management Board should continue to enforce solid waste diversion mandates that are enacted by the Legislature.

- ✓ **PU 2-3** Local jurisdictions should continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, should encourage further recycling to exceed these rates.

- ✓ **PU 2-4** Local jurisdictions should implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

- ✓ **PU 2-5** Project implementation agencies should coordinate regional approaches and strategic siting of waste management facilities.

- ✓ **PU 2-6** Project implementation agencies should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities in conjunction with existing waste management or material recovery facilities.

- ✓ **PU 2-7** Project implementation agencies should increase programs to educate the public and increase awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the county and city level, as well as at local school districts and education facilities.

Significance after Mitigation:

Adoption of these mitigation measures by implementing agencies would reduce the contribution of the proposed 2018 RTP/SCS to cumulative impacts. However, the responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce impacts public services, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce the significant impacts identified.

Social and Economic Effects

Chapter 3, Section 3.16 of the Draft PEIR includes a detailed analysis of the social and economic conditions related to implementation of the proposed 2018 RTP /SCS. While an analysis of the social and economic impacts is not required by CEQA, Title VI of the Civil Rights Act of 1964 established the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. The understanding of civil rights has expanded to include gender, religion, and disability. Title VI was further amended in 1987 to extend non-discrimination requirements for recipients of federal aid to all of their programs and activities, not just those funded with federal funds. In 1994, President Clinton issued Executive Order 12898 on "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." In 1997, the Department of Transportation followed up with an Order on Environmental Justice designed to implement the Executive Order. In December 1998, the Federal Highway Administration (FHWA) issued its own environmental justice order. As a federally designated metropolitan transportation planning organization (MPO), Fresno COG is required to comply with the rules and policies set forth by FHWA.

Impacts SE 1:

Growth and development in the County will increase substantially by 2042. The 2018 RTP/ SCS, by increasing mobility and including transportation measures, influences the pattern of this development. Construction of some improvement projects will be located in areas of minority and low-income populations. The improvement and future land use development projects may have direct, short-term impacts on surrounding communities related to construction, including noise, air quality, and traffic. However, none of these projects are expected to have a disproportionate impact on minority or low-income communities. The Project is designed to serve the entire population of the County, and the transportation and future land use development projects are dispersed throughout the region. As a result, short-term impacts are considered less-than-significant.

Furthermore, Fresno COG works with cities, counties, and other implementing agencies to encourage improvement projects that serve those communities with the greatest transit needs, such as low-income or minority communities in urban core areas. It is anticipated that the improvement projects will increase accessibility and address existing problems with the transportation network. The location, design, and alignment of transportation facilities and routes are planned to reduce potential impacts to the extent feasible, and to ensure that if impacts occur, these impacts do not disproportionately affect low-income or minority populations. As a result, long-term impacts are considered less-than-significant.

Mitigation Measures:

- ✓ **SE 1-1** Mitigation measures have not been identified in Sections 3.4, 3.12, and 3.14 of the Draft PEIR to minimize potential impacts because impacts were found to be less-than-significant. However, to protect the cumulative effects on sensitive uses that may be located near the individual improvement and future land use development project sites, including low-income and minority communities, the following measure would also apply:

- ✓ **SE 1-2** Regional planning efforts will be used to build a consensus in the region to support changes in social and economic conditions to accommodate future growth while maintaining the quality of life in the region.

Significance After Mitigation:

Less than significant.

Transportation/Traffic

Chapter 3, Section 3.17 of the Draft PEIR includes a detailed analysis of the transportation/traffic conditions related to implementation of the proposed 2018 RTP/SCS. At the regional level, all transportation and traffic impacts associated with implementation of the 2018 RTP/SCS are considered potentially significant but are expected to provide benefits such as increasing person trips by bicycle, walking, and transit and improving infrastructure and connectivity for pedestrians, bicycles.

Impacts TT 1:

The 2018 RTP/SCS are designed to maintain and encourage the balance between jobs and housing within the region. The additional population, housing, and job growth forecasted in 2042 is not a result of the 2018 RTP/ SCS, which is a strategy to allocate the forecasted growth in order to achieve a more balanced jobs/housing ratio and to optimize transportation investments that support those land uses. The 2018 RTP/ SCS result in a greater mix of alternative modes. The potential for cumulative impacts related to traffic generated within Fresno County and its surrounding communities, to which implementation of the 2018 RTP/ SCS might contribute, is potentially significant.

Mitigation Measures:

- ✓ **TT 1-1** The mitigation measures listed in Chapter 3, Section 3.17 of the Draft PEIR will be applied as mitigation for this impact.

Significance After Mitigation:

Implementing agency agencies should require measures that increase alternate modes of transportation. The responsibility to approve land use development consistent with the general plans and the SCS rests with the local jurisdictions and the responsibility to design and construct transportation improvements rests with Caltrans, the local jurisdictions, and other responsible agencies with jurisdiction over a project area. While implementation and monitoring of the above referenced mitigation measures will provide the framework and direction to avoid or reduce transportation impacts, it is probable that such impacts could remain significant and unavoidable. As a program-level document, evaluation of all project-specific circumstances is not plausible. Individual projects will require a project-level analysis to determine appropriate mitigation strategies. As appropriate, Fresno COG will encourage the implementation of the above-noted mitigation strategies intended to avoid or reduce impacts identified.

A.9 FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to Sections 15126(c) and 15126.2(c) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- ✓ The project would involve a large commitment of non-renewable resources;
- ✓ The primary and secondary impacts of the project would generally commit future generations to similar uses;
- ✓ The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- ✓ The proposed consumption of resources is not justified.

Implementation of the Project would result in permanent changes to the existing environment, which has been described throughout the Draft and Final PEIR. While the Project focuses development into planned areas and along existing or future transportation corridors, there will still be some conversion of undeveloped land to urbanized uses. These conversions are considered to be a permanent change and would occur directly through construction of development on undeveloped land.

Land use changes and transportation network improvements would result in significant irreversible impacts to aesthetics and visual resources, including changes to existing community character and views.

Future development projects associated with the Project would result in a direct irreversible loss of native habitat that supports rare, threatened, or endangered species, and impacts to these resources would represent a significant and irreversible environmental change.

The development of currently undeveloped land and other land use changes would result in significant irreversible impacts to agricultural resources and forest lands, and the availability of known mineral resources.

The Project would substantially induce irreversible population growth. This growth would displace existing houses and businesses, and result in additional people that would be susceptible to noise impacts. As development occurs at urban edges, additional people and structures would be at risk from wildland fires.

GHG emissions would substantially increase.

Development pursuant to the Project land use policy would result in the irreversible consumption of nonrenewable resources. This use will have an incremental and irreversible effect on such resources. The irreversible commitment of limited resources is inherent in any development project or, in the case of the Project, cumulative development projects. Resources anticipated to be irreversibly committed over the 24-year timespan of the Project include, but are not limited to, lumber and other related forest products; sand, gravel, and concrete; petrochemicals; construction materials; steel, copper, lead, and other metals; and water.

Development associated with the Project represents a long-term commitment to the consumption of fossil fuel oil and natural gas. These increased energy demands relate to construction, lighting, heating, and cooling of residences and buildings, and construction and operation of transit systems.

A.10: FINDINGS REGARDING GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss the ways the proposed Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The proposed Project would provide the blueprint for future improvements to the existing transportation system and land use development. However, these changes are proposed to accommodate growth already anticipated as part of local agencies' general plans. As such, the proposed Project would not lead to substantial growth beyond what is currently anticipated. Instead, the Project

would seek to better accommodate the mobility of the City's residents and visitors that would result from the planned growth associated with the local agencies' general plans and the adopted land use and circulation elements.

Once services are extended into a project area, economic pressures to develop are anticipated. Although the Fresno region is projected to grow with or without implementation of the Project, the 2028 RTP/SCS focuses population and economic growth in planned areas including near transit and transportation services and in areas with existing utilities and municipal or public services. The long-term growth pattern included in the Project would decrease environmental impacts in vacant or undisturbed lands or open space.

The Project features included in the 2018 RTP/SCS are intended to expand upon the current transportation network and enhance the transit-oriented transportation opportunities to improve the mobility of people and goods in and around the region, while reducing GHG emissions and other environmental impacts. The Project does include the expansion of existing transportation and transit routes, which would remove obstacles to growth in some areas of the region and support additional housing, population, and economic growth.

Section 3.14 of the Draft PEIR, Population, Housing and Employment, discusses projected regional population and employment growth associated with the Project. One of the primary objectives of the Project is to provide an environmentally sustainable transportation system and Sustainable Communities Strategy fostering efficient concentrated land development patterns, thereby increasing the number of housing units within specific areas identified in the land use plans of local jurisdictions. Therefore, by its very nature (increasing the density of development), the Project is growth inducing. However, the area the Project targets for construction of these additional housing units is within existing developed areas and planned areas referenced in the local agencies' general plans. Therefore, it is likely that many of these areas have already established or planned roadways and utilities, as well as water and sewer services.

The placement of additional housing units in established or planned areas may require upgrading and resizing of existing infrastructure, including water facilities or the extension of these facilities. Therefore, implementation of the Project would cause significant construction of additional housing. Section 3.14 of the Draft PEIR, Population, Housing and Employment discusses projected housing development to meet the needs of regional population growth.

A.11 FINDINGS REGARDING MITIGATION MONITORING PROGRAM

Requirements of Mitigation Monitoring Program

According to Section 21081.6 of the Public Resources Code, the California Environmental Quality Act requires that when a public agency is making the findings required by Sections 21081, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment.

Fresno COG through its governing body, the Fresno COG Policy Board, hereby finds that the Mitigation Monitoring Program (MMP) meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring program designed to ensure compliance during implementation of the 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS). The MMP monitors the mitigation measures to be implemented by Fresno COG, and the performance standards-based mitigation measures that can and should be considered lead agencies at the individual project-level, as applicable and feasible. Project-level mitigation may be required as a result of evaluation and entitlement of subsequent transportation and developments projects during implementation of the 2018 RTP/SCS and are wholly within the authority, responsibility, and/or jurisdiction of project-level lead agencies or other agencies serving as lead agencies under CEQA in subsequent project and site- specific design, CEQA review, and decision-making processes.

A.12 FINDINGS REGARDING LOCATION AND CUSTODIAN OF DOCUMENTS

Location and Custodian of Documents

Section 15091(e) of the California Code of Regulations, California Environmental Quality Act Guidelines, requires the public agency to specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which the decision is based. Section 6.0 of the Draft PEIR contains a list of all references used in the preparation of the environmental analysis. Unless otherwise noted, reference materials are located at the Fresno Council of Governments (Fresno COG) Main Office, which shall also serve as the custodian of the documents constituting the record of proceedings upon which the Fresno COG Policy Board, the governing board for Fresno COG, has based its decision related to the project. The designated location and custodian of documents is as follows:

Ms. Kristine Cai, Planning Director
Fresno Council of Governments (Fresno COG)
2035 Tulare Street, Suite 201
Fresno, CA 93721
www.fresnocog.org

For purposes of CEQA, the Record of Proceedings for the 2018 RTP/SCS consists of the following documents, at a minimum:

- ✓ The Notice of Preparation and all other public notices issued by Fresno COG and in conjunction with the 2018 RTP/SCS.
- ✓ The Draft and Final PEIRs, including appendices and technical studies included or referenced in the Draft and Final PEIRs.
- ✓ All comments submitted by agencies or members of the public during the 55-day public comment period on the Draft PEIR.
- ✓ The MMP for the 2018 RTP/SCS.
- ✓ All Findings and resolutions adopted by the Fresno COG Policy Board in connection with the 2018 RTP/SCS, and all documents cited or referred to therein.
- ✓ All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the 2018 RTP/SCS including the 2018 RTP/SCS, the Conformity Finding, the 2019 Federal Transportation Improvement Program (FTIP), and others referenced in the 2018 RTP/SCS or in the Draft and Final PEIR.
- ✓ All documents and information submitted to Fresno COG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the 2018 RTP/SCS, up through the date the Fresno COG Policy Board approved the 2018 RTP/SCS.
- ✓ Minutes and/or summary transcripts of all public meetings and public hearings held by Fresno COG, in connection with the 2018 RTP/SCS.
- ✓ Any documentary or other evidence submitted to Fresno COG at such public meetings and public hearings.
- ✓ Matters of common knowledge to Fresno COG, including, but not limited to federal, state, and local laws and regulations.
- ✓ Any documents expressly cited in these Findings, in addition to those cited above.
- ✓ Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

A.13 CERTIFICATION REGARDING INDEPENDENT JUDGEMENT

Pursuant to Section 21082.1(c) of the Public Resources Code, the Fresno Council of Governments (Fresno COG) certifies that the Fresno COG Policy Board, as the governing body for Fresno COG, has independently reviewed and analyzed the Final PEIR for the "2018 RTP/SCS," "Plan," or "Project") on behalf of Fresno COG. Fresno COG's committees and staff have provided input and/or reviewed the Draft PEIR including supporting technical appendices prior to circulation for public review. The Final PEIR similarly has been subject to review by the Fresno COG's committee, and staff.

It is the finding of the Fresno COG Policy Board that the Final PEIR fulfills environmental review requirements for the 2018 RTP/SCS, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the Fresno COG Policy Board.

The Fresno COG Policy Board declares that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 have been received by the City Council after circulation of the Draft PEIR which would require recirculation.

Therefore, the Fresno COG Policy Board hereby certifies the PEIR based on the entirety of the record of proceedings.

A.14 SUMMARY OF FINDINGS

Considering information contained in the record, the Fresno COG Board of Directors incorporates the foregoing findings herein and provides this summary of findings with respect to the significant impacts on the environment resulting from the 2018 RTP/SCS (Plan or Project) pursuant to Section 15091 of CEQA Guidelines.

- ✓ Changes or alterations have been required in or incorporated into the Project that avoid or substantially lessen the significant environmental effects as identified in the Final PEIR.

- ✓ Some changes and alterations are within the responsibility and jurisdiction of another public agency that can and should be adopted by such other agency; and Fresno COG has no concurrent jurisdiction with the other agency to deal with the identified project-level mitigation measures.

- ✓ Consistent with the provisions of Section 15091(a)(2) of the State CEQA Guidelines, Fresno COG has identified mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible, or other comparable measures.

- ✓ Pursuant to Section 15091(c) of CEQA Guidelines, Fresno COG has adopted a Mitigation Monitoring Program that identifies responsible agencies for the mitigation measures.

- ✓ The mitigation measures to be implemented by Fresno COG as identified in the Final PEIR are feasible and are required as conditions of approval of the 2018 RTP/SCS.

Based on the foregoing findings and the substantial evidence contained in the record, and as conditioned by the foregoing findings:

- ✓ All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.

- ✓ Any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding concerns set forth in the Statement of Overriding Considerations.

A.15 STATEMENT OF OVERRIDING CONSIDERATIONS

Overriding Considerations

In accordance with Section 15093 of the State CEQA Guidelines, Fresno COG is required to prepare this Statement of Overriding Considerations to explain the reasons for approving the 2018 RTP/SCS, despite the potentially significant and unavoidable impacts identified in the PEIR and Findings of Fact. In preparing this Statement, Fresno COG has balanced the benefits of the Project against its unavoidable environmental risks. For the reasons specified below, Fresno COG finds that the benefits of the Project outweigh the unavoidable environmental risks. In addition, the Findings of Fact identify a number of recommended mitigation measures that are found to be within the jurisdiction of other public agencies and not Fresno COG, and that these measures have been or should be adopted by such other agencies. Fresno COG finds that, for the reasons specified below, the Project should be approved notwithstanding the fact that responsibility for mitigating the potential adverse impacts rests with agencies other than Fresno COG.

Fresno COG Policy Board finds that the following overriding considerations, which include Project benefits and other reasons for the Project, are consistent with the intent and purpose of the 2018 RTP/SCS. The Fresno COG Policy Board further finds that each and every one of these individual overriding considerations separately and independently outweighs each and every one of the Project's unavoidable adverse environmental effects and adopts the Statement of Overriding Considerations.

Quality of Life

- ✓ The Project is intended to contribute to the quality of life that is experienced and will be experienced by the residents of Fresno County.

- ✓ The Project is designed to meet the needs of everyday travel for all types of purposes as well as for large regional movements over the long-term. Transportation is closely connected with many other issues, such as air quality, the environment, and land use, health, safety, and economic vitality and the Project contains goals and actions to address these issues.

- ✓ The requirement for updates to the RTP every four (4) years, which provides for the identification of transportation modes to address population and employment growth, is required by State Law and sound local planning practice and is an overriding concern.

Access and Mobility

- ✓ The Project includes many strategies to address both access and mobility and acknowledges that certain major corridors will need major investments in all modes of transportation to maintain and improve both access and mobility for the growth in travel that is occurring.
  - ➢ Access: Significant increases are planned for the street and highway, transit, and bicycle, trails, and pedestrian systems in the County. The projects must undergo extensive planning and analysis processes with community involvement.
  - ➢ Mobility: The Project includes a slate of projects aimed at reducing the most critical areas of congestion from a regionwide viewpoint. In addition to expanded transit service, which will reduce congestion in particular corridors, mobility projects additional lanes along streets and highways, interchange improvements, maintenance and rehabilitation of the existing system of streets and highways, and other capacity enhancements throughout the region.

- ✓ The Project also includes funding for rail consolidation, car and van pools, and local road improvements, including lane additions, intersection improvements, and rehabilitation and maintenance of the existing street and highways system.

Air Quality

- ✓ The Project includes funding for significant increases in alternative modes of transportation -- public transit, bicycle, pedestrian projects and community design projects -- that will make alternative modes of transportation more attractive.

- ✓ While the individual improvement projects will not result in emissions beyond those allowed through the conformity process, and construction and hot spot emission impacts can be mitigated

or are not found to be significant, the fact that the Valley continues to be nonattainment for ozone, PM_{10} and $PM_{2.5}$ emissions is an overriding concern.

Climate Change

- ✓ The Project would result in an 5 percent per capita reduction in greenhouse gas emissions by 2020, and a 10 percent reduction by 2035 – compared with 2005 levels. This would meet the State's mandated reduction targets, which are 5 percent by 2020 and 10 percent by 2035.

Travel Choices

- ✓ The Project invests significant funding into offering choices of travel mode to future residents. Major increases in, bus, bicycle, and pedestrian modes are envisioned, along with promotion of sharing rides.

- ✓ Regional and localized benefits associated with implementation of the 2018 RTP/SCS (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), that will result from the implementation of planned improvement projects, outweigh the potentially unavoidable impacts associated with individual or localized improvement projects and other projects identified in the Project alternatives. These other alternatives will result in a greater number of Level of Service (LOS) deficiencies and infeasible transportation projects that will not result in further benefits beyond implementation of the 2018 RTP/SCS.

Economic Vitality

- ✓ The Project includes major corridor improvements that connect areas around the periphery of the urban core, providing better access to the region's major job center – the Fresno-Clovis Metropolitan Area (FCMA). It also includes significantly enhanced bus transit systems to help manage demand.

- ✓ Investment in road maintenance and rehabilitation is provided, particularly a problem in rural areas where farm-to-market truck travel is important.

Equity

- ✓ The Project incorporates the priorities of local communities and many of these local projects are paid for from local funds. Major projects of regional concern are located throughout the region as well.
- ✓ The Project will provide alternatives -- public transit, bicycle, and pedestrian facilities -- for those who cannot or do not drive. Finally, a large increase in paratransit service (door-to-door wheelchair-equipped van service) is included for the expected increase in the elderly population over the RTP and SCS period.

- ✓ The need to provide choice in the availability of transportation modes for County residents as a means to avoid significant delay and congestion, which may indirectly harm businesses and residents that depend upon a viable transportation system, is an overriding concern.

Transportation and Land Use

- ✓ Investment in the transportation system will offer opportunities to grow logically and address the interaction between land use and transportation more effectively.

- ✓ The requirement for amendments to the RTP every four years, which provides for the identification of transportation modes to address population and employment growth, is required by State Law and sound local planning practice and is an overriding concern.

- ✓ The specific need to provide necessary, feasible and sustainable transportation system improvements within the region is an overriding concern.

- ✓ Because there is no alternative other than the "No Build," and Project Alternatives A, B, or C to converting some prime farmland for expansion of the circulation system, the need for such conversion is an overriding concern.

Funding and Revenue

- ✓ The Project shows revenues available from all sources -- federal, state, and local. The 2018 RTP/SCS would provide additional funding than that included in the RTP. The region will continue to receive federal and state funding to program projects through to the Year 2042.

- ✓ Overall, the Project provides funding transit operations and improvements, highway, street and road improvements, highway, street and road maintenance and rehabilitation, and for other kinds of improvements (bicycle, pedestrian, community design, etc.).

Health and Safety

- ✓ Pedestrian and bicycle plans and projects are specifically allocated funding in the 2018 RTP/SCS and funds have also been identified for such improvements in the RTP. Local road and State highway safety-related improvements are also included.

- ✓ Regional benefits associated with implementation of the 2018 RTP/SCS (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved

mobility), will result from the implementation of planned improvement projects, which outweigh the potentially unavoidable localized impacts to land use development that may result from the projects.

Environmental Sustainability

- ✓ The Project includes a number of projects and programs that mitigate environmental issues.
- ✓ Because there is no alternative other than "No Build", "No Project", and VMT Reduction Alternatives to the loss of some biological, cultural and agricultural resources for expansion of the circulation system, the loss of such resources is an overriding concern.
- ✓ The 2018 RTP/SCS balances the need to preserve valuable agricultural and biological resources with the region's need to provide a viable transportation system to accommodate anticipated population and employment growth and the related increased need for employment opportunities and municipal revenue. This planning balance is an overriding concern.
- ✓ Implementation of the 2018 RTP/SCS will result in increased unavoidable noise levels as a result of expansion of the planned transportation system, but the specific need to provide necessary, feasible and sustainable transportation system improvements within the region that supports planned growth and development, is an overriding concern.
- ✓ Because there is no alternative other than the "No Build" and other Scenario Alternatives to converting some prime farmland and forestry lands for expansion of the circulation system and to accommodate future development, the need for such conversion is an overriding concern.
- ✓ While the individual improvement projects will not result in emissions beyond those allowed through the conformity process, and construction and hot spot emission impacts can be mitigated or are not found to be significant, the fact that the Valley continues to be nonattainment for volatile organic compounds, nitrogen oxides, and PM emissions, is an overriding concern.
- ✓ Because there is no alternative other than the "No Build" and other Scenario Alternatives to the loss of some biological resources for expansion of the circulation system and to accommodate future development, the loss of such resources is an overriding concern.
- ✓ Fresno County is estimated to grow in population by an estimated 389,084 persons between 2014 and 2042. Fresno COG has used the best available information to determine whether the 2018 RTP/SCS is consistent with the State's achievement of the AB 32 GHG emission reductions and addresses SB 375 mandates. Implementation of the mitigation measures will assist in the reduction

of per capita VMT levels throughout Fresno County, which will assist in meeting the stated goals of AB 32 and requirements set forth in SB 375.

- ✓ Because there is no alternative other than the "No Build" and other Scenario Alternatives to converting some cultural and tribal lands for expansion of the circulation system and to accommodate future development, the need for such conversion is an overriding concern.

- ✓ Regional benefits associated with implementation of the 2018 RTP/SCS (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility) will outweigh impacts associated with energy consumption through 2042.

- ✓ Because there is no alternative other than the "No Build" and other Scenario Alternatives to the loss of and impact on geologic, soil, and mineral resources for expansion of the circulation system and to accommodate future development, the loss of such resources is an overriding concern.

- ✓ The 2018 RTP/SCS includes projects that may involve the transportation, use, and/or disposal of hazardous materials, particularly the proposed freight rail improvements and other goods movement capacity enhancements, which may result in transport of hazardous goods as well as the use of equipment that contains or uses routine hazardous materials (e.g., diesel fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. The 2018 RTP/SCS will provide for the enhancement of street and highway projects to accommodate the movement of goods and improve the safety of hazardous waste.

- ✓ The specific impacts on hydrology and water quality will be evaluated as part of the implementation agencies' project-level environmental review process regarding their proposed individual transportation improvement project(s) and future land use development(s).

- ✓ Regional benefits associated with implementation of the 2018 RTP/SCS (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), will result from the implementation of planned improvement projects, which outweigh the potentially unavoidable localized impacts to land use development that may result from the individual improvement projects.

- ✓ Implementation of the 2018 RTP/SCS will result in increased unavoidable noise levels as a result of expansion of the planned transportation system, but the specific need to provide necessary, feasible and sustainable transportation system improvements within the region that supports planned growth and development, is an overriding concern.

- ✓ The 2018 RTP/SCS balances the need to preserve valuable agricultural and biological resources with the region's need to provide a viable transportation system to accommodate anticipated population and employment growth and the related increased need for employment opportunities and municipal revenue. This planning balance is an overriding concern.

- ✓ Implementation of the 2018 RTP/SCS would result in positive impacts on public services; however, long-term maintenance of various transportation modes including streets and highways is an overriding concern.

- ✓ Regional and localized benefits associated with implementation of the 2018 RTP/SCS (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), that will result from the implementation of planned improvement projects, outweigh the potentially unavoidable impacts associated with individual or localized improvement projects and other projects identified in the Project alternatives. These other alternatives will result in a greater number of Level of Service (LOS) deficiencies and infeasible transportation projects that will not result in further benefits beyond implementation of the 2018 RTP/SCS.

Summary of Overriding Considerations

- ✓ First, the individual improvement projects identified in the 2018 RTP/SCS are required to meet travel demand of residents and businesses through to the year 2042.

- ✓ Second, the planned transportation improvements will enhance continued economic growth in the region.

- ✓ Third, the planned improvements will reduce levels of vehicular emissions and LOS deficiencies compared to the other Project Alternatives.

- ✓ Fourth, appropriate and achievable mitigation measures have been proposed, which are within Fresno COG's and its member agencies' jurisdiction to mitigate or avoid the significant environmental effects identified in the Draft and PEIRs.

- ✓ The Project will meet the GHG emission reduction targets set forth by the State of California.

Based on substantial evidence in the public record, Fresno COG finds that, for the reasons set forth above, the economic, social and other consideration of the individual improvement projects outweigh the unavoidable aesthetic, agricultural and forestry, air quality, biological, climate change, cultural and tribal resource, energy, geologic, soil and mineral, hazardous materials, hydrology and water quality,

land use, planning, and recreational, noise, and transportation/circulation impacts identified in the PEIRs.

Exhibit B
CEQA Mitigation Monitoring and Reporting Plan

EXHIBIT B - MITIGATION MONITORING PROGRAM

B.1 STATUTORY REQUIREMENTS

This Mitigation Monitoring Program for the Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR) has been developed in accordance with Section 21081.6 of the Public Resources Code, which requires a Lead Agency that approves or carries out a project, where a PEIR has identified significant environmental effects, to adopt a reporting or monitoring program. The purpose of this program is to identify the changes to the project, which the Lead Agency has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment. Fresno COG is the Lead Agency that must adopt the mitigation monitoring program.

Section 21069 of the California Environmental Quality Act (CEQA) statute defines Responsible Agency as a public agency, other than the Lead Agency, which has the responsibility for carrying out or approving a project. Fresno COG finds that the implementation of most of the mitigation measures listed in Table B-1 are not within its jurisdiction and can and should be implemented and monitored by agencies responsible for implementing the projects, including but not limited to the following: cities, Counties, Caltrans, transit agencies/districts, and other responsible agencies.

CEQA statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with respect to implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15091(d) "when making the findings required in subdivision (a)(1) of CEQA, the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures." Furthermore, Section 15097.d states "each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise." This discretion will be exercised by implementing agencies at the time they undertake any of the individual improvement projects identified in the Draft and Final PEIRs.

Regular review and update of the 2018 RTP/SCS will be conducted by Fresno COG, as appropriate. These updates involve a determination of regional transportation and air quality impacts and require air quality conformity pursuant to the Federal Clean Air Act (CAA).

As required by Section 21081.6 of the Public Resources Code, the Fresno COG Custodian of Records is the "custodian of documents and other material" which constitutes the "record of proceedings" upon which the decision to adopt the 2018 RTP/SCS is based. Inquiries should be directed to: Meg Prince,

Custodian of Records (559) 233-4148, Ext. 203 or email mprince@fresnocog.org. The physical location of this information is: Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721.

B.2 ADMINISTRATION OF THE MITIGATION MONITORING PROGRAM

Mitigation measures listed in this Mitigation Monitoring Program (reference Table B-1) will be implemented by one or more responsible implementing agencies when those agencies undertake individual transportation improvement projects identified in the 2018 RTP/SCS.

The Mitigation Monitoring Program consists of the following components as reflected in Table B-1:

- ✓ Mitigation measures contained in the Draft and Final PEIRs
- ✓ Identification of the responsible party
- ✓ Description of mitigation measure timing
- ✓ Identification of monitoring agency

NOTE: Within an impact area, if the timing and responsible agency are the same for each mitigation measure addressing that impact, the timing and responsible agency is only shown for the first mitigation measure but applies to all mitigation measure under that impact area.

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AE 3.2.1 Have a substantial adverse effect on a scenic vista.	✓ **AE 3.2.1-1** Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions. ✓ **AE 3.2.1-2** To the extent feasible, noise barriers that will not degrade or obstruct a scenic view will be constructed. Noise barriers will be well landscaped, complement the natural landscape and be graffiti-resistant.	✓ Ongoing over the life of the plan	✓ Implementing agency or project sponsor
AE 3.2.2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	✓ **AE 3.2.2-1** Avoid construction of transportation facilities and new development in state and locally designated scenic highways and vista points. ✓ **AE 3.2.2-2** If transportation facilities and new development are constructed in state and locally designated scenic highways and/or vista points, design, construction, and/or operation of the transportation facility or new development will be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.	✓ Ongoing over the life of the plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AE 3.2.3 Substantially degrade the existing visual character or quality of the site and its surroundings.	✓ **AE 3.2.3-1** Where appropriate, encourage the development of design guidelines for each type of transportation facility and land use that make elements of proposed projects visually compatible with surrounding areas. Visual guidelines will, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods will be employed whenever possible: ➢ Transportation systems and new development will be designed in a manner where the surrounding landscape dominates. ➢ Transportation systems and new development will be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material). ➢ If exotic vegetation is used, it will be used as screening and landscaping that blends in and complements the natural landscape. ➢ Trees bordering highways will remain or be replaced so that clear cutting is not evident. ➢ Grading will blend with the adjacent landforms and topography. ➢ Lighting devices will be employed such as downward facing light, light shields, and amber lumens. ✓ **AE 3.2.3-2** Project implementation agencies should design transportation and new development projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies should design projects to minimize their intrusion into important view sheds and use contour grading to better match surrounding terrain. To the maximum extent feasible, landscaping along highway corridors should be designed to add significant natural elements and visual interest to soften the hard-edged, linear travel experience that would otherwise occur. ✓ **AE 3.2.3-3** Project implementation agencies should use natural landscaping to minimize contrasts between the Project (RTP/SCS) and surrounding areas. Wherever possible, interchanges and transit lines should be designed at the grade of the surrounding land to limit view blockage. Edges of major cut and- fill slopes should be contoured to provide a more natural looking finished profile. Project implementation agencies should replace and renew landscaping to the greatest extent possible along corridors with road widenings, interchange projects, and related improvements. New corridor landscaping should be designed to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas. ✓ **AE 3.2.3-4** Project implementation agencies should construct sound walls of materials whose color and texture complements the surrounding landscape and development and to the maximum extent feasible, use color, texture, and alternating facades to “break up” large facades and provide visual interest. Where there is room, project sponsors should landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	✓ Ongoing over the life of the plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AE 3.2.4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	✓ **AE 3.2.4-1** Where appropriate, encourage the development of design guidelines for each type of transportation facility and land use development that make light elements of proposed facilities visually compatible with surrounding areas. The following methods will be employed whenever possible: ➢ Transportation systems and new development areas will be designed in a manner where the surrounding landscape dominates. ➢ Transportation systems and new development areas will be developed to be compatible with the surrounding environment. ➢ Lighting devices will be employed such as downward facing light, light shields, and amber lumens.	✓ Ongoing over the life of the plan	✓ Implementing agency or project sponsor
AG 3.3.1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	✓ **AG 3.3.1-1** As part of the RTP/SCS formulation process; and at the request of a collection of community based organizations, following the selection of the preferred scenario, the Fresno COG Policy Board directed the Fresno COG Policy Advisory Committee (PAC) (which is comprised of the city managers and county administrator) to form a sub-committee to analyze, discuss and provide recommendation on agricultural mitigation measures for inclusion into the transportation planning process at Fresno COG. Working collaboratively with the community-based organizations, interested stakeholders and professional staff, this committee is currently on-going, and discussing the formulation of policy and program language to: ➢ Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects. ➢ Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.	✓ July 2018 – July 2022	✓ Fresno COG
	✓ **AG 3.3.1-2** Implementing agencies should encourage in-fill development, in place of development in rural and environmentally sensitive areas. Agencies should seek funding to prepare specific plans and related environmental documents to facilitate mixed-use development, and to allow these areas to serve as receiver sites for transfer of development rights away from environmentally sensitive lands and rural areas outside established urban growth boundaries.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.1-3** Implementing agencies should consider resource lands when considering project designs. Prior to the design approval of RTP/SCS projects, the implementing agency should assess the project area for agricultural resources and constraints. For federally funded projects, implementing and local agencies are required to follow the rules and regulations of Farmland Protection Policy Act including determining the impact by completing the Farmland Conversion Impact Rating form (AD- 1006). For non-federally funded projects, implementing and local agencies should assess projects for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance), and if present, perform a Land Assessment and Site Evaluation (LESA).	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.1-4** Implementing agencies should consider agricultural resources in all projects and seek to avoid or minimize the encroachment and/or impact on these areas. Agencies should consider measures such as, but not limited to, relocation or redesign of site features, reduction of the project footprint, or compensation and/or preservation activities to lessen the overall impact on resource lands. Prior to final approval of each individual transportation improvement project, the implementing agency should establish inclusion into a conservation easement program or arrange for the enrollment of agricultural lands into the Williamson Act program.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AG 3.3.2 Conflict with Existing Zoning for Agriculture Use, or a Williamson Act Contract.	✓ **AG 3.3.2-1** Mitigation Measures referenced in Impact 3.3.1, above are also included by reference.	✓ July 2018 –July2022	✓ Fresno COG and Implementing agency or project sponsor
	✓ **AG 3.3.2-2** Individual projects will be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.2-3** For projects in agricultural areas, project implementation agencies should contact the California Department of Conservation and the Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.2-4** Prior to final approval of each individual improvement project, the implementing agency should avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
AG 3.3.3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	✓ **AG 3.3.1-1** Based upon action of the Fresno COG Policy Board, Fresno COG shall: ➢ Develop a methodology to help implementing agencies quantify the conversion of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance associated with their proposed projects. ➢ Develop a methodology for implementing agencies to consider preservation ratios to minimize loss of prime, unique, and statewide importance farmland; and coordinate efforts to provide a mechanism for preservation activities.	✓ Reference measures under Impact 3.3.1	✓ Reference measures under Impact 3.3.1
	✓ **AG 3.3.3-2** Individual projects will be consistent with federal, state, and local zoning policies that preserve timber or forest lands and support the economic viability of forest activities, as well as policies that provide compensation for property owners if preservation is not feasible.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.3-3** For projects in timber or forest areas, project implementation agencies should contact the California Department of Forestry and Fire Protection (CAL FIRE) and the U.S. Forest Service to identify the location of timber and forest lands to address applicable zoning regulations and processes.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AG 3.3.4 Result in the loss of forest land or conversion of forest land to non-forest use.	✓ **AG 3.3.4-1** Mitigation Measures referenced in Impact 3.3.1, above are also included by reference. ✓ **AG 3.3.4-2** Individual projects will be consistent with federal, state, and local policies that preserve forest lands and support the economic viability of forest activities, as well as policies that provide compensation for property owners if preservation is not feasible. ✓ **AG 3.3.4-3** For projects in forest areas, project implementation agencies should contact the California Department of Forestry and Fire Protection (CAL FIRE) and the U.S. Forest Service to identify the location of forest lands and address applicable regulations and processes. ✓ **AG 3.3.4-4** Prior to final approval of each individual improvement project, the implementing agency should avoid impacts forest lands.	✓ Reference measures under Impact 3.3.1 ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Reference measures under Impact 3.3.1 ✓ Implementing agency or project sponsor ✓ Implementing agency or project sponsor ✓ Implementing agency or project sponsor
AG 3.3.5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	✓ **AG 3.3.5-1** Reference the mitigation measure reflected in Impacts 3.3.1 through 3.3.4.	✓ Reference measures under Impact 3.3.1 through 3.3.4	✓ Reference measures under Impact 3.3.1 though 3.3.4
AQ 3.4.1 Conflict with or obstruct implementation of an applicable air quality plan.	✓ None required	✓ Not applicable	✓ Not applicable

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AQ 3.4.2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	✓ **AQ 3.4.2-1** Project implementation agencies will ensure implementation of mitigation measures to reduce PM and NOx emissions from construction sites, including: ➢ Maintain on-site truck loading zones. ➢ Configure on-site construction parking to minimize traffic interference and to ensure emergency vehicle access. ➢ Provide temporary traffic control during all phases of construction activities to improve traffic flow. ➢ Use best efforts to minimize truck idling to not more than two minutes during construction. ➢ Apply non-toxic soil stabilizers (according to manufacturers' specifications) to all inactive construction areas. ➢ During construction, replace ground cover in disturbed areas as quickly as possible. ➢ During construction, enclose, cover, water twice daily or apply non-toxic soil binders (according to manufacturers' specifications) to exposed piles with 5 percent or greater silt content and to all unpaved parking or staging areas or unpaved road surfaces. ➢ During the period of construction, install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. ➢ During the period of construction, assure that traffic speeds on all unpaved roads be reduced to 15 miles per hour (mph) or less. ➢ Pave all construction access roads at least 100 feet on to the site from permanent roadways. ➢ Cover all haul trucks. ✓ **AQ 3.4.2-2** Project implementation agencies will require that construction sites employ a balanced cut/fill ratio to the extent possible, thus reducing haul-truck trip emissions.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
AQ 3.4.3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	✓ **AQ 3.4.3-1** None required	✓ Not applicable	✓ Not applicable
AQ 3.4.4 Expose sensitive receptors to substantial pollutant concentrations.	✓ **AQ 3.4.4-1** As air toxics research continues, implementing agencies should utilize the tools and techniques that are developed for assessing health outcomes as a result of lifetime MSAT exposure. The potential health risks posed by MSAT exposure should continue to be factored into project-level decision making in the context of environmental review. Specifically, at the project level, implementing agencies shall require or perform air toxic risk assessments to determine mobile source air toxic impacts.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AQ 3.4.5 Create Objectionable Odors Affecting a Substantial Number of People.	✓ **AQ 3.4.5-1** Implementing agencies should require assessment of new and existing odor sources for transportation improvement projects and future land use development projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
BR 3.5.1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	✓ **BR 3.5.1-1** Each proposed individual transportation improvement project and future land use development will consider the displacement of sensitive habitat, sensitive species, and non-native habitat. ✓ **BR 3.5.1-2** When avoidance of native vegetation removal is not possible, each transportation improvement project and future land use development shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e., as opposed to ornamental vegetation with relatively less habitat value). ✓ **BR 3.5.1-3** Focused sensitive plant and wildlife species and non-native habitat surveys will be conducted within suitable habitat to determine the distribution of sensitive species within the biological impact area of each transportation improvement project and future land use development. Sensitive plant and non-native habitat surveys will be conducted during the appropriate flowering season for sensitive plant species with the potential to occur within the individual transportation improvement project or future land use development area. In all cases, impacts on special-status species and/or their habitat shall be avoided during construction to the extent feasible. ✓ **BR 3.5.1-4** If sensitive plant or wildlife species and non-native habitat are identified within the biological impact area, a Biological Resource Management Plan (BRMP) will be developed to address appropriate avoidance and minimization measures. ✓ **BR 3.5.1-5** Individual transportation improvement projects and future land use developments shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site. Environmental impacts associated with such off-site areas should be disclosed and mitigation measures identified to lessen potential impacts. ✓ **BR 3.5.1-6** Locations of sensitive species, sensitive habitat, and non-native habitat will be mapped and shown on construction drawings and identified as Environmentally Sensitive Areas (ESAs). Prior to construction, these areas will be flagged and/or fenced to prevent unnecessary impacts from machinery and foot traffic. ✓ **BR 3.5.1-7** Temporary access roads and staging areas will not be located within areas containing sensitive plant, sensitive wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species. ✓ **BR 3.5.1-8** Construction activities will be scheduled, as appropriate and feasible, to avoid sensitive times that have a greater likelihood to affect significant resources such as spawning periods for fish, nesting season for birds and/or the rainy season for riparian habitat and sediment/erosion control. ✓ **BR 3.5.1-9** Construction activities will be scheduled, as appropriate and feasible, to avoid sensitive times that have a greater likelihood to affect significant resources such as spawning periods for fish, nesting season for birds and/or the rainy season for riparian habitat and sediment/erosion control. Nesting or attempted nesting can be reasonably anticipated to occur between February 1st and September 30th of each year. Project implementation is encouraged to occur during the bird non-nesting season. However, if ground-disturbing activities must occur during the breeding season (February through mid-September), the project applicant is responsible for ensuring that implementation of the project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	To evaluate project-related impacts on nesting birds, a qualified wildlife biologist should conduct pre-activity surveys for active nests no more than ten (10) days prior to the start of ground disturbance to maximize the probability that nests that could potentially be impacted are detected. Surveys should cover a sufficient area around the work site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, a qualified biologist should conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, the qualified biologist should continuously monitor nests to detect behavioral changes resulting from the project. If behavioral changes occur, the work causing that change shall cease and the California Department of Fish and Wildlife (CDFW) consulted for additional avoidance and minimization measures. If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors should be established. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. A qualified wildlife biologist should advise and support any variance from these buffers and notify CDFW in advance of implementing a variance. ✓ **BR 3.5.1-10** A Worker Awareness Program (environmental education) shall be developed and implemented to inform project workers of their responsibilities in regard to avoiding and minimizing impacts on sensitive biological resources. ✓ **BR 3.5.1-11** An Environmental Inspector shall be appointed to serve as a contact for issues that may arise concerning implementation of mitigation measures, and to document and report on adherence to these measures. ✓ **BR 3.5.1-12** A qualified wetland scientist shall review construction drawings as part of each project-specific environmental analysis to determine whether wetlands will be impacted, and if necessary perform a formal wetland delineation. Appropriate State and federal permits shall be obtained, but each project EIR will contain language clearly stating the provisions of such permits, including avoidance measures, restoration procedures, and in the case of permanent impacts compensatory creation or enhancement measures to ensure a no net loss of wetland extent or function and values. ✓ **BR 3.5.1-13** Sensitive habitats (native vegetative communities identified as rare and/or sensitive by the CDFW) and special-status plant species (including vernal pools) impacted by projects shall be restored and augmented, if impacts are temporary, at a 1.1:1 ratio (compensation acres to impacted acres). Permanent impacts shall be compensated for by creating or restoring habitats at a 3:1 ratio as close as possible to the site of the impact, or as determined through consultation with the applicable regulatory agencies. ✓ **BR 3.5.1-14** When work is conducted in identified sensitive habitat areas and/or areas of intact native vegetation, construction protocols		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	shall be applied in consultation with CDFW. ✓ **BR 3.5.1-15** If specific project area trees are designated as "Landmark Trees" or "Heritage Trees", then approval for removals shall be obtained through the appropriate entity, and appropriate mitigation measures shall be developed at that time, to ensure that the trees are replaced. Due to the close proximity of these areas to sensitive wildlife habitats, all mitigation trees will use only locally-collected native species. ✓ **BR 3.5.1-16** The height, spacing, number and type of light fixtures will be selected and installed to minimize intrusive light escaping from the physical boundaries of the site. ✓ **BR 3.5.1-17** The height, spacing, number and type of light fixtures will be selected and installed to minimize intrusive light escaping from the physical boundaries of the site. In addition, road noise minimization using appropriate and effective noise reduction strategies or noise abatement applications shall be applied by implementing agencies as required to minimize highway noise. ✓ **BR 3.5.1-18** A qualified biologist shall conduct a habitat assessment, well in advance of implementation of individual subsequent projects, to determine if individual project areas or their immediate vicinity contain habitat suitable to support special-status plant or animal species, including, but not limited to, those mentioned above. ✓ **BR 3.5.1-19** It is recommended that the lead or responsible agency assess the presence/absence of special-status species by conducting surveys following recommended protocols or protocol-equivalent surveys. ✓ **BR 3.5.1-20** If special-status plant or animal species within or in the vicinity of tiered project areas are detected, consultation with CDFW to discuss how to implement ground-disturbing activities and avoid take shall be undertaken. ✓ **BR 3.5.1-21** In the case of the detection of State-listed species, consultation with CDFW shall be undertaken to discuss how to avoid take, or if avoidance is not feasible, to acquire an Incidental Take Permit (ITP) prior to ground-disturbing activities, pursuant to Fish and Game Code§ 2081 (b). ✓ **BR 3.5.1-22** Implementing agencies should consult with the USFWS on potential impacts to federally listed species implementing agencies should consult with the United States Fish and Wildlife Service (USFWS) in order to comply with Federal Endangered Species Act (FESA) well in advance of any ground-disturbing activities. A take under FESA includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. ✓ **BR 3.5.1-23** Implementing agencies are encouraged to report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB field survey form can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDB FieldSurveyForm.pdf. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	The types of information reported to CNDDB can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/plants and animals.asp. ✓ **BR 3.5.1-24** If it is determined that tiered projects have the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
BR 3.5.2 Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	✓ **BR 3.5.2-1** When applicable to federally-funded projects, responsible and implementing agencies should commit to improved interagency coordination and integration of the National Environmental Policy Act (NEPA) and the Clean Water Act Section 404 procedures during three stages: transportation planning, project programming, and project implementation. Affected State and local agencies should commit to ensuring the earliest possible consideration of environmental concerns pertaining to U.S. water bodies, including wetlands, at each of the three stages identified above. In addition, the agencies should place a high priority on the avoidance of adverse impacts to waters of the U.S. and associated sensitive species, including threatened and endangered species. Implementation of NEPA-404 requirements will expedite construction of necessary transportation projects, with benefits to mobility and the economy at large. The process will also enable more street and highway projects to proceed on budget and on schedule. Finally, the process will improve cooperation and efficiency of governmental operations at all levels, thereby better serving the public. ✓ **BR 3.5. 2-2** Construction and operational Best Management Practices (BMPs) will be identified, installed and maintained by implementing agencies in order to prevent silt and other pollutants from entering jurisdictional waters and wetlands thereby degrading or destroying wildlife and/or natural habitat. BMPs may include straw bales and/or mats, temporary sedimentation basins, silt fence, sand bag check dams, dry season construction, etc. ✓ **BR 3.5.2-3** Native soils in construction areas will be removed, stockpiled separately, and replaced by implementing agencies in those areas where onsite revegetation of the native habitat is planned. ✓ **BR 3.5.2-4** Any disturbed natural areas will be replanted by implementing agencies with appropriate native vegetation following the completion of construction activities. ✓ **BR 3.5.2-5** During the individual improvement or future land use development project design phase, impacts to jurisdictional waters and wetlands will be minimized by implementing agencies to the greatest extent feasible. ✓ **BR 3.5.2-6** Implementing agencies will obtain and comply with appropriate regulatory requirements prior to construction. ✓ **BR 3.5.2-7** It is recommended that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if individual project areas or their immediate vicinity support freshwater marsh, wetland, vernal pool, and/or riparian communities. ✓ **BR 3.5.2-8** Where applicable, it is recommended that a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on parcels slated for development. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code § 1602, differ. It is further recommended that the delineation identify both State and Federal wetlands on the Project site as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code § 2785 (g) defines wetlands; further§ 1600 et seq. applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any Project site evaluations.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **BR 3.5.2-9** Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant Fish and Game Code §1600 et seq., therefore notification is recommended. Fish & Game Code §1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593.		
BR 3.5.3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	✓ **BR 3.5.3-1** For Individual transportation and future land use development projects near water resources, implementing agencies shall prepare an aquatic resources delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Aquatic Resource Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" under "Jurisdiction" on the U.S. Army Corps of Engineers website (www.spk.usace.army.mil/missions/regulatry.aspx), and submit it to the U.S. Army Corps of Engineers, Regulatory Division, California South Branch, 1325 J Street, Room 1350, Sacramento, California 95814, for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location. ✓ **BR 3.5.3-2** For Individual transportation and future land use development projects near water resources, implementing agencies shall include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
BR 3.5.4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	✓ **BR 3.5.4 -1** During final design, implementing agencies will design, construct, and maintain terrestrial wildlife crossings in order to minimize barrier effects and habitat fragmentation created by individual transportation projects and future land use developments. ✓ **BR 3.5.4-2** During final design, implementing agencies will design, construct, and maintain any structure/culvert placed within a stream where endangered or threatened fish occur/may occur. The structure/culvert will not constitute a barrier to upstream or downstream movement of aquatic life or cause an avoidance reaction by fish that impedes their upstream or downstream movement. This includes, but is not limited to, the supply of water at an appropriate depth for fish migration.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
BR 3.5.5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	✓ **BR 3.5.5-1** Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, protected trees or other locally protected biological resources. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation should be implemented when significance thresholds are exceeded. Mitigation should be consistent with the requirements of CEQA and/or follow applicable plans promulgated to protect species/habitat. ✓ **BR 3.5.5-2** Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to protected trees and other locally protected resources where feasible, defined in section 15364 of the CEQA Guidelines. ✓ **BR 3.5.5-3** As part of project-level environmental review, implementing agencies will ensure that projects comply with the most recent general plans, policies, and ordinances, and conservation plans. Review of these documents and compliance with their requirements will be demonstrated in project-level environmental documentation. Review of these documents and compliance with their requirements should be demonstrated in project-level environmental documentation.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
BR 3.5.6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.	✓ **BR 3.5.6-1** Consult with federal, state, and/or local agencies that handle administration of HCPs and NCCPs ✓ **BR 3.5.6-2** When feasible, the project will be designed in such a way that lands preserved under HCPs or NCCPs are avoided. ✓ **BR 3.5.6-3** Sufficient conservation measures to fulfil the HCPs or NCCPs requirements be taken when avoidance is determined to be infeasible.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CC 3.6.1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	✓ **CC 3.6.1-1 Through Implementation of the Regional Blueprint and the RTP/SCS, and in coordination with implementation agencies, the following mitigation measures will result in reduced GHG emissions:** ➢ Develop land use patterns, consistent with the 2018 RTP/SCS, which encourage people to walk, bicycle, or use public transit for a significant number of their daily trips. ▪ Use comprehensive community plans and specific plans to ensure development is consistent and well connected by alternative transportation modes. ▪ Adopt transit-oriented or pedestrian-oriented design strategies and select areas appropriate for these designs in the general plan. ▪ Support higher density development in proximity to commonly used services and transportation facilities. ➢ Develop in a compact, efficient form to reduce vehicle miles traveled and to improve the efficiency of alternatives to the automobile consistent with the 2018 RTP/SCS. ▪ Use the control of public services to direct development to the most appropriate locations. ▪ Promote infill of vacant land and redevelopment sites. ➢ Encourage project site designs and subdivision street and lot designs that support walking, bicycling, and transit use. ▪ Adopt design guidelines and standards promoting plans that encourage alternative transportation modes. ▪ Require certain sites to be created to allow convenient access by transit, bicycle, and walking.	✓ Ongoing over the life of the Plan	✓ Responsible agencies including Fresno COG
	✓ **CC 3.6.1-2 Intelligent Transportation** ➢ Develop an Intelligent Transportation Systems strategy, consistent with the updated ITS Strategic Plan, to implement the Integrated Performance Management System Network that will: ▪ Interconnect the region's local transportation management centers, including the use of cameras, and computer hardware and software to detect and clear accidents ▪ Use technology to improve traffic signal timing in order to optimize traffic flow and transit service ▪ Involve new equipment to improve on-time transit performance and provide real-time transit information at stops and stations.	✓ As necessary	✓ Fresno COG and Responsible Agencies
	✓ **CC 3.6.1-3 Fresno COG will continue to develop programs that Further GHG Emission Reduction Efforts** Fresno COG's Circuit Planner Program commenced in 2012 and the Circuit Engineer Program in 2015. The goal of the Circuit Planner and Circuit Engineer is to act as a liaison between Fresno COG and the 13 smaller cities (those with populations less than 50,000) within Fresno County to assist with integrating the Blueprint Smart Growth Principles into local planning processes, further the objectives of the SCS, and to assist with coordinating transportation project development between local agencies and Fresno COG. This position is not meant to supplant contract planners and engineers that local agencies are currently working with but rather complement those local planning arrangements.	✓ Ongoing over the life of the Plan	✓ Fresno COG

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	At the beginning of each program cycle, the Circuit Planner and Circuit Engineer conduct one-on-one meetings with each of the smaller cities' City Manager and/or planning and engineering staff to inform them of their services and identify their needs. Projects are evaluated and prioritized based on the need and relevancy to furthering the goals of the programs. The Circuit Planner and Circuit Engineer work down the list of identified projects throughout the program cycle, and additional projects may be submitted by agencies as they are identified. The Circuit Planner and Circuit Engineer address topics that include transportation and land use planning issues related to Blueprint and SCS integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-4</u> Regional Sustainable Infrastructure Planning Grant Program** The Regional Sustainable Infrastructure Planning Grant Program is one of the three SCS implementation programs directed by the Fresno COG Policy Board during the 2014 RTP/SCS adoption process. The grant specific objective is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the <u>2017 RTP Guidelines</u>, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives. Additional information can be found at the link below: **https://www.fresnocog.org/project/fresno-cog-administered-grant-programs/**	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-5</u> Update and Maintain the Blueprint Toolkit** The Fresno State Office of Community and Economic Development and Fresno COG, in conjunction with other key partners, shall maintain and update the Blueprint Toolkit (as part of the Blueprint and SCS implementation process) for local governments to use to take effective action to reduce greenhouse gas emissions over time. The toolkit will continue to incorporate recommendations by the workshop participants to identify which issues are important for the region and the tools and resources they would like to have available to reduce greenhouse emissions.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-6</u> Fresno COG shall continue to work closely with its member agencies to help them participate in the statewide Active Transportation Program (ATP), as well as develop an MPO-Level Active Transportation Program at Fresno COG through implementation of the Fresno COG Regional ATP and local Bicycle Master Plans and local ATPs.**	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-7</u> Fresno COG shall continue to be involved in California Climate Investment programs that use Cap-and-Trade funding to reduce greenhouse gas emissions, such as the Affordable Housing and Sustainable Communities Program and the Transformative Climate Communities Program.**	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **<u>CC 3.6.1-8</u> Project Level Environmental Documents** Project level environmental documents shall analyze construction and maintenance and land use development project Greenhouse Gas (GHG) emissions.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of	✓ Fresno COG and other affected/responsible agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **<u>CC 3.6.1-9</u> Off-Model Reduction Strategies** Fresno COG will work with other affected and responsible agencies to implement the following strategies that are quantified "off-model": ➢ Regional electric vehicle (EV) charging infrastructure programs. ➢ Active transportation projects. ➢ Vanpool program expansion. ➢ Rideshare programs. ➢ Rule 9410 Employer Trip Reductions. ➢ ITS and other TSM projects.	the Plan ✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-10</u> Valley wide Alternative Transit Study** Fresno COG is participating in the Valleywide Alternative Transit Study, commissioned through UC Davis. The Study identifies alternative transportation services, which focusses on shared mobility options and solutions to reduce travel from and to rural areas.	✓ Ongoing over the life of the Plan	✓ Fresno COG, Fresno County Transportation Authority and Implementing agency or project sponsor
	✓ **<u>CC 3.6.1-11</u> Transportation Demand Management (TDM)** Transportation Demand Management (TDM) refers to strategies aimed at providing alternatives to single-occupancy vehicle uses for travel choice. TDM specifically targets the workforce, which generates the majority of peak-hour traffic. Education that attempts to persuade people to consider their transportation choices as a way of reducing single occupancy vehicle trips serves as one of TDM's central features. Transportation Demand Management strategies and alternative transportation modes include the following: ➢ Public Transit ➢ Rideshare Programs ➢ Carpooling ➢ Flexible Work Hours ➢ Vanpools ➢ Cycling or Walking ➢ Telecommuting ➢ Mixed Use Land Development Fresno County, the cities, private businesses and governmental offices implement some of these programs on their own. Fresno COG also sponsors, through Measure C funding, a variety of transportation programs including, carpool and vanpool subsidies, rideshare programs		✓ Fresno COG and Fresno County Transportation Authority

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	and reduced senior fares for taxi rides. Fresno County has been aggressively working to expand carpools within the region to reduce traffic congestion, improve air quality, conserve non-renewable energy sources and preserve road and highway infrastructure. For these reasons, community leaders felt it necessary to include funding for a Carpool Incentive Program within the extension expenditure plan for reauthorizing the Measure C ½ cent sales tax that was passed by voters in 2006. Fresno COG has also taken the opportunity to link potential carpoolers together by upgrading the Valleyrides.com website to allow residents the ability to find potential ride matches using more sophisticated technologies. Measure C's Carpool Incentive Program began July 1, 2009. Participants who carpool or vanpool with at least one other person who is 18 years of age or older may submit carpool logs through the Valleyrides.com website. Each log is entered into a monthly drawing for cash prizes and also qualifies in the annual Grand Prize Drawing Giveaway. Program eligibility rules are as follows: ➢ Participants must travel in a carpool at least twice per week with at least one other person to work or school ➢ Participants must be at least 18 years of age and have a valid driver's License ➢ Participants must commute to or from Fresno County Providing residents, the opportunity to connect with potential carpool partners has also been a key element of the overall ridesharing program. Valleyrides.com combines all relevant ridesharing information for Fresno County. Most recently, COG staff has researched potential extensive upgrades, from the website's design, to the programming technology used to match carpoolers with one another. This upgrade will provide the best possible ridesharing resource for residents. Fresno COG is a member of the California Vanpool Authority (CalVans), which provides vanpool service to a 16-county region through more than 600 active commuter and farmworker vanpools. Between July 2015 and June 2016, CalVans provided vehicles for 2.4 million passengers who collectively travelled more than 10.4 million miles, reducing single-occupancy vehicles miles traveled by 109 million. CalVans received $3 million in 2015/2016 for a vanpool expansion project from the Strategic Growth Council's Affordable Housing & Sustainable Communities program and is expected to see strong growth in future years. ✓ **<u>CC 3.6.1-12</u> Measure C Transit Oriented Development (TOD) Program** The Measure C TOD program was created to boost transit ridership and encourage transit supportive land use. The goal of the program is to provide a range of transportation options and support well-designed, higher-density housing and mixed uses near transit stations. In addition, the TOD program also strives to support livable, viable transit oriented healthy communities that promote walking, biking and the use of public transit and reduce private auto dependence. The projects funded through the TOD program reduce vehicle trips, improve air quality and provide access to active transportation through integrated transportation and land use planning. There are three sub-programs under the TOD program: 1. *Capital Improvement Program* This program funds capital improvement projects that would increase location efficiency, boost transit ridership and encourage a rich	✓ Ongoing over the life of the Plan	✓ Fresno COG, SJVAPCD, local agencies, and Caltrans

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	mix of housing, shopping and transportation choices. Project evaluation criteria include nexus to transit oriented development, land use and transportation characteristics, project design, parking, green building and affordable housing element. 2. *Planning Program* The Planning Program funds station area plans, transit corridor specific plans and specific plans that address parking and urban design guidelines in the transit-oriented areas. Project evaluation criteria include nexus to TOD, planning element, project impact, green building and affordable housing element. 3. *Housing In-fill Incentive Program* The Housing In-fill Incentive Program was designed to encourage higher-density housing with TOD characteristics. Project evaluation criteria include nexus to TOD, density, green building, affordable housing and project readiness. The TOD program has granted more than $6 million to projects since its inception in 2011. The program is estimated to generate about $17 million in its 20-year life span, accruing average about $850,000 annually. The latest TOD Program Policies and Guidelines can be found at: http://www.fresnocog.org/sites/default/files/publications/2017_TOD_Program_Policies_and_Guidelines-final.pdf ✓ **CC 3.6.1-13 Short-Range Improvement Plan - *Air Quality Measures*** The Short-Range Improvement Plan provides actions that will reduce air emissions between 2018 and 2022. As indicated in the needs assessment sections of this chapter, the majority of short-term measures improving air quality are related to system, demand, and control management strategies. Local governments, Fresno COG, and other regional, state, and federal agencies should take the following actions to facilitate the implementation of strategies necessary to ensure that air quality standards are met: ➢ Fresno COG will continue to consult and coordinate with the other seven Valley MPOs and the SJVAPCD in providing focused/unified transportation/air quality planning. ➢ Fresno COG and the SJVAPCD will continue to coordinate/consult in activities aimed at achieving both federal and California air quality standards ➢ Designated responsible governments and agencies will identify and consider Transportation Demand Measures and Transportation Control Measures during State Implementation Plan (SIP) development and carried out where appropriate. ➢ Fresno COG, in cooperation with the cities of Fresno and Clovis and Fresno County, will continue to evaluate the Fresno/Clovis Metropolitan Area circulation system. Planning efforts require closer evaluation of over-capacity traffic corridors and improved street and road system monitoring. This evaluation will be accomplished through focused corridor analysis, using those corridors identified in adopted local agencies' General Plans. ➢ Fresno COG, through ValleyRides.com, will encourage individuals and employers to increase average ridership per vehicle by matching those who are interested in carpooling or vanpooling based on home and work/school locations and schedules. Fresno COG will continue the already well-developed programs to incentivize participation. ➢ Fresno COG will continue to support the SJVAPCD's efforts to integrate appropriate policies and implementation measures identified in the Air Quality Guidelines for General Plans into local general plans.	✓ Ongoing over the life of the Plan	✓ Fresno COG

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ Fresno COG, Fresno County and its 15 cities will encourage land-use patterns that reduce automobile dependency, energy consumption and support transit and other alternative modes. ➢ Fresno COG will encourage local transit agencies to replace aging fleets with alternative-fueled buses. ➢ Fresno COG and local transit agencies will support greater funding flexibility for bus purchases to promote the most energy-efficient models. ➢ Fresno COG, in cooperation with Caltrans, will promote park-and-ride lots and parking management strategies where appropriate. ➢ Fresno COG, Caltrans, cities and the county support alternate fuel strategies to reduce petroleum fuels. Alternative fuel technology can have a significant impact on reducing petroleum-based fuel consumption.		
	✓ **CC 3.6.1-14 Rideshare Program** ValleyRides.com primarily assists two segments of the region it serves: employer worksites and individual commuters. Services include consultation, worksite program development, and carpool matching. Incentives are available to encourage commuters to leave their single-occupancy vehicle in exchange for a multiple-occupancy carpool or vanpool. These incentives are funded locally, through the Measure C sales tax initiative.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **CC 3.6.1-15 San Joaquin Valley Clean Transportation Center** The San Joaquin Valley Clean Transportation Center, which opened in January 2016, provided an additional advancement in clean energy education and incorporation into both residential and business fleets. The Center provides a new regional resource in helping to improve air quality and reduce vehicle emissions. The Center has strong connections and relations with a national network of manufacturers, suppliers and fleets to help improve the regional transportation system. Funding is provided by a California Energy Commission grant through CALSTART.	✓ Current Cycle and ongoing over the life of the plan	✓ San Joaquin Valley Clean Transportation Center, Fresno COG and Implementing agencies
	✓ **CC 3.6.1-16 Regional Electric Vehicle (EV) Charging Plan** Fresno COG has submitted an application for grant funding to prepare a coordinated regional plan to establish priorities for EV charging station locations.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **CC 3.6.1-17 Plug-in Electric Vehicle Coordinating Council/Valley Takes Charge** Fresno COG participates in the San Joaquin Valley Regional Plug-in Electric Vehicle Coordinating Council (PEVCC), which in May 2014, published the Plug-in Vehicle Readiness Plan for the San Joaquin Valley. Pease see link: http://valleyair.org/grants/documents/pev/6-25-14/san_joaquin_valley_pev_readiness_plan.pdf Also published was the Guide to Siting Optimal Locations for Public Charging Stations in the San Joaquin Valley. Pease see link: http://valleyair.org/grants/documents/pev/6-25-14/san_joaquin_valley_siting_analysis.pdf. Following work on the Plug-in Electric Vehicle Coordinating Council, the subsequent committee, the Valley takes Charge, formed to further regional acceptance and use of zero and near-zero emission vehicles.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **CC 3.6.1-18 Climate Adaptation Plan Grant**		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	Fresno COG has applied to Caltrans for a Climate Adaptation Planning Grant focused on an assessment of transportation network vulnerability.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-19</u> Affordable Housing and Sustainable Communities Program** The Affordable Housing and Sustainable Communities (AHSC) Program is administered by the California Strategic Growth Council (SGC) and provides grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Projects awarded AHSC funds link housing to employment centers and key destinations via low-carbon transportation options such as walking, biking, and transit, resulting in fewer vehicle miles traveled (VMT). Fresno COG participates in the San Joaquin Valley AHSC Technical Assistance team, which is comprised of the eight San Joaquin Valley Metropolitan Planning Organizations, to provide no cost technical assistance to AHSC applicants. The Technical Assistance Program is essential to helping applicants with limited resources compete for AHSC funding.	✓ Ongoing over the life of the Plan	✓ Strategic Growth Council and Local agencies
	✓ **<u>CC 3.6.1-20</u> Transformative Climate Communities (TCC) Program** The Transformative Climate Communities (TCC) Program funds community-led development and infrastructure projects in California's most disadvantaged communities. Administered by the Strategic Growth Council (SGC) and funded by Cap-and-Trade, the program empowers local communities to design their own plans for achieving major environmental, health and economic benefits. A total of $70 million was designated for applicants in the City of Fresno in the first year of the program, in addition to $35 million for the City of Los Angeles and $35 million for a third location that has yet to be determined. Results of this process will address regional impacts on GHG reduction efforts.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **<u>CC 3.6.1-21</u> SCS implementation Program** Fresno COG has implemented its third Sustainable Infrastructure Planning Grant Program using $160,000 per year for two consecutive years using SB 1 proceeds. The grants will fund SCS supportive projects to further SCS goals. Fresno COG recently announced (February 2018) a Call for Projects.	✓ Ongoing over the life of the Plan	✓ Fresno COG
<u>CC 3.6.2</u> Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	✓ **<u>CC 3.6.2-1</u>** See Mitigation Measures for Impact 3.6.1.	✓ See measures under Impact 3.6.1	✓ See measures under Impact 3.6.1

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CTR 3.7.1 Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.	✓ **CTR 3.7.1-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project I also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017]. ✓ **CTR 3.7.1-2** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources. A record search at the appropriate Information Center will be conducted to determine whether the individual transportation improvement project or future land use development area has been previously surveyed and whether resources were identified. ✓ **CTR 3.7.1-3** As necessary, prior to construction activities, the implementing agencies will obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the individual transportation improvement project or future land use development area for cultural resources. ✓ **CTR 3.7.1-4** Implementing agencies will comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: ➢ Carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, relocation, or reconstruction of any impacted historic resource, which will be conducted in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. ✓ **CTR 3.7.1-5** In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure: ➢ Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings, as mitigation for the effects of demolition of a resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CTR 3.7.2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	✓ **CTR 3.7.2-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project is also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017]. ✓ **CTR 3.7.2-2** As part of the appropriate environmental review of individual projects, the implementation agencies will consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area and identify the Native American(s) to contact to obtain information about the project site. ✓ **CTR 3.7.2-3** Prior to construction activities and as necessary, the implementation agencies will obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. ✓ **CTR 3.7.2-4** As necessary prior to construction activities, the implementation agencies will obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources. ✓ **CTR 3.7.2-5** In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project sponsor to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. ✓ **CTR 3.7.2-6** If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work should be halted immediately within 50 meters (165 feet) of the discovery, implementing and local agencies should be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology should be retained to determine the significance of the discovery. ✓ **CTR 3.7.2-7** The project implementation agencies will stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CTR 3.7.3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	✓ **CTR 3.7.3-1** The project sponsor of a 2018 RTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work, and other excavations) shall retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources, the following measures shall apply: ➢ Paleontological Mitigation and Monitoring Program. A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. ➢ Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of ground disturbance activity greater than two feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ➢ Paleontological Monitoring. Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. ➢ Salvage of Fossils. If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Preparation and Curation of Recovered Fossils. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data, and maps. ➢ Final Paleontological Mitigation and Monitoring Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CTR 3.7.4 – Disturb any human remains, including those interred outside of formal cemeteries.	✓ **CTR 3.7.4-1** As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to historic resources considering requirements set forth in Assembly Bill 52 (Gallo, Chapter 532 of 2014) and Senate Bill 18. If the project is also subject to the federal National Environmental Policy Act (NEPA), the tribal requirements of Section 106 of the National Historic Preservation Act of 1966 may also apply [reference Appendix B, Notice of Preparation (NOP) Comment Letters from the Native American Heritage Commission, dated April 28, 2017]. ✓ **CTR 3.7.4-2** If the remains are of Native American origin, the coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ✓ **CTR 3.7.4-3** If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case: ➢ The landowner or his authorized representative will obtain a Native American monitor - and an archaeologist, if recommended by the Native American monitor - and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur: ▪ The Native American Heritage Commission is unable to identify a descendent. ▪ The descendant identified fails to make a recommendation. ▪ The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
CTR 3.7.5 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	✓ **CTR 3.7.5-1** Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes: a. A brief description of the project. b. The lead agency contacts information. c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code§ 21080.3.1 (d)). d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code§ 21073). ✓ **CTR 3.7.5-2** Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code§ 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)). a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code§ 21080.3.1 (b)). ✓ **CTR 3.7.5-3** Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation: a. Alternatives to the project. b. Recommended mitigation measures. c. Significant effects. (Pub. Resources Code§ 21080.3.2 (a)). ✓ **CTR 3.7.5-4** Discretionary Topics of Consultation: The following topics are discretionary topics of consultation: a. Type of environmental review necessary. b. Significance of the tribal cultural resources. c. Significance of the project's impacts on tribal cultural resources. d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code§ 21080.3.2 (a)). ✓ **CTR 3.7.5-5** Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code§ 21082.3(c)(1)). ✓ **CTR 3.7.5-6** Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following: a. Whether the proposed project has a significant impact on an identified tribal cultural resource. b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code§ 21082.3 (b)). ✓ **CTR 3.7.5-7** Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs: a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code§ 21080.3.2 (b)).2 ✓ **CTR 3.7.5-8** Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code§ 21082.3 (a)). ✓ **CTR 3.7.5-9** Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource,' the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code§ 21082.3 (e)). ✓ **CTR 3.7.5-10** Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources: a. Avoidance and preservation of the resources in place, including, but not limited to: i. Planning and construction to avoid the resources and protect the cultural and natural context. ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource,		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	including, but not limited to, the following: i. Protecting the cultural character and integrity of the resource. ii. Protecting the traditional use of the resource. iii. Protecting the confidentiality of the resource. c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. d. Protecting the resource. (Pub. Resource Code§ 21084.3 (b)). e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code§ 815.3 (c)). f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code§ 5097.991). ✓ **CTR 3.7.5-11** Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs: a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2. b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process. c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code§ 21082.3 (d)). All mitigation measures will be included in project-level analysis, as appropriate. The implementing agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Fresno COG will be provided with documentation indicating compliance with mitigation measures. Implementation of the following mitigation measures for tribal cultural resources is recommended to reduce impacts to a less-than-significant level. Implementing agencies will require the following measures as part of the individual transportation improvement project or future land use development review process: ▪ As part of the appropriate environmental review of individual projects, the project implementation agencies will identify potential impacts to tribal cultural resources considering requirements set forth in AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments noted above in items 1 through 11 and referenced in		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	Appendix B, Notice of Preparation (NOP) Comment Letter dated April 28, 2017. ▪ As part of the appropriate environmental review of individual projects, the implementation agencies will consult with the NAHC and affected Native American Tribes to determine whether known sacred sites are in the project area and identify the Native American(s) to contact to obtain information about the project site.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
EN 3.8.1-1 Energy Consumption and Conservation Impacts.	✓ **EN 3.8.1-1** Implementing agencies shall review energy impacts as part of any CEQA-required project-level environmental analysis and specify appropriate mitigation measures for any identified energy impacts. ✓ **EN 3.8.1-2** During the design and approval of transportation improvements and future land use development projects, the following energy efficiency measures shall be incorporated when applicable: ➢ The design or purchase of any lighting fixtures shall achieve energy reductions beyond an estimated baseline energy use for such lighting. ➢ LED technology shall be used for all new or replaced traffic lights, rail signals, and other new development lighting features compatible with LED technology. ✓ **EN 3.8.1-3** Implementing agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: ➢ Expanding light-duty vehicle retirement programs. ➢ Increasing commercial vehicle fleet modernization. ➢ Implementing driver training modules on fuel consumption. ➢ Replacing gasoline powered mowers with electric mowers. ➢ Reducing idling from construction equipment. ➢ Incentivizing alternative fuel vehicles and equipment ➢ Developing infrastructure for alternative fueled vehicles. ➢ Implementing truck idling rules, devices, and truck-stop electrification ➢ Requiring electric truck refrigerator units. ➢ Reducing locomotives fuel use. ➢ Modernizing older off-road engines and equipment. ➢ Encouraging freight mode shift. ➢ Limit use and develop fleet rules for construction equipment. ➢ Requiring zero-emission forklifts. ✓ **EN 3.8.1-4** Implementing agencies should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. Fresno COG recommends the use of Appendix F, Energy Conservation, of the *CEQA Guidelines.* ✓ **EN 3.8.1-5** Project and land use development implementing agencies should streamline permitting and provide public information to	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	facilitate accelerated construction of solar and wind power. ✓ **EN 3.8.1-6** Project and land use development implementing agencies should adopt a "Green Building Program" to promote green building standards. Green buildings can reduce local environmental impacts, regional air pollutant emissions and global greenhouse gas emissions. Green building standards involve everything from energy efficiency, usage of renewable resources and reduced waste generation and water usage. For example, water-related energy use in 2017 consumed 20 percent of the state's electricity. The residential sector accounts for 48 percent of both the electricity and natural gas consumption associated with urban water use. While interest in green buildings has been growing for some time, cost has been a main consideration as it may cost more up front to provide energy-efficient building components and systems. Initial costs can be a hurdle even when the installed systems will save money over the life of the building. Energy efficiency measures can reduce initial costs, for example, by reducing the need for over-sized air conditioners to keep buildings comfortable. Undertaking a more comprehensive design approach to building sustainability can also save initial costs through reuse of building materials and other means. ✓ **EN 3.8.1-7** Where identified, local governments should alter zoning to improve jobs/housing balance, create communities where people live closer to work, and bike, walk, and take transit as a substitute for personal auto travel consistent and in support of the SCS. Creating walkable, transit-oriented modes would generally reduce energy use and greenhouse gas emissions. Residential energy use (electricity and natural gas) accounts for less than 10 percent of California's greenhouse gas emissions. Furthermore, studies have shown that the type of housing (such as multi-family) and the size of a house have strong relationships to residential energy use. Residents of single-family detached housing consume over 20 percent more primary energy than those of multifamily housing and 9 percent more than those of single-family attached housing. ✓ **EN 3.8.1-8** Project and land use development implementing agencies should increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) both in publicly owned vehicles, as well as those owned by franchisees of these agencies, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. ✓ **EN 3.8.1-9** Bid solicitations for construction of projects should preference the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available at a reasonable cost in the marketplace. Solicitations should also preference the recycling of construction waste and debris if market conditions permit. ✓ **EN 3.8.1-10** All mitigation measures listed in Chapter 3, Section 3.6 (Climate Change) of this EIR, are incorporated by reference and shall be implemented by implementing agencies to address energy conservation impacts.		

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
GSM 3.9.1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction. iv) Landslides.	✓ **GSM 3.9.1-1** Implementing agencies will be responsible for ensuring that transportation improvement projects and future land use development projects are built to the seismic standards contained in the most recent edition of the Uniform Building Code (UBC). ✓ **GSM 3.9.1-2** implementing agencies will ensure that transportation improvement projects and future land use development projects located within or across active fault zones comply with design requirements, published by the CGS, as well as local, regional, state, and federal design criteria for construction of projects in seismic areas. ✓ **GSM 3.9.1-3** Implementing agencies will guarantee that geotechnical analysis is conducted within construction areas to establish soil types and local faulting prior to the construction of transportation improvements and future land use developments is subject to geotechnical analysis.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
GSM 3.9.2 Result in substantial soil erosion or the loss of topsoil.	✓ **GSM 3.9.2-1** Implementing agencies will ensure that individual transportation improvement projects and future land use developments provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. ✓ **GSM 3.9.2-2** Transportation improvement project and future land use development design features will include measures to reduce erosion from storm water. ✓ **GSM 3.9.2-3** Road cuts will be designed to maximize the potential for revegetation. ✓ **GSM 3.9.2-4** Implementing agencies will ensure that transportation improvement projects and future land use developments avoid landslide areas and potentially unstable slopes wherever feasible. ✓ **GSM 3.9.2-5** Where practicable, transportation improvement project and future land use development designs that would permanently alter unique geologic features will be avoided.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
GSM 3.9.3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	✓ **GSM 3.9.3-1** Implementing agencies will ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. ✓ **GSM 3.9.3-2** Implementing agencies should take corrective measures, such as structural reinforcement and replacing soil with engineered fill, will be implemented in individual transportation improvement project and future land use development site designs, where applicable. ✓ **GSM 3.9.3-3** Implementing agencies will ensure that, prior to preparing individual transportation improvement project and future land use development site designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
GSM 3.9.4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	✓ **GSM 3.9.4-1** Implementing agencies will ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. ✓ **GSM 3.9.4-2** Implementing agencies should take corrective measures, such as structural reinforcement and replacing soil with engineered fill, will be implemented in individual transportation improvement project and future land use development site designs, where applicable. ✓ **GSM 3.9.4-3** Implementing agencies will ensure that, prior to preparing individual transportation improvement project and future land use development site designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
GSM 3.9.5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	✓ **GSM 3.9.5-1** Implementing agencies shall conduct a geotechnical investigation and a geotechnical report shall be prepared. The geotechnical report shall include a quantitative analysis to determine whether on-site soils would be suitable for an on-site wastewater treatment system. If it is determined that the soil could not support a conventional on-site treatment system, non-conventional systems shall be analyzed. In many cases, these types of systems can reduce significant wastewater impacts to less-than-significant levels. Implementation of these measures would reduce the significance of having soils incapable of supporting the use of traditional septic systems where sewers are not available for the disposal of wastewater. In some cases, it will not be feasible to provide alternative wastewater disposal systems due to space constraints, lack of a service provider, and/or cost. Implementation and enforcement of conventional and non-conventional system measures would be within the responsibility and jurisdiction of the implementing agencies. For these reasons, wastewater disposal impacts would remain significant. ✓ **GSM 3.9.5-2** When soil is impacted in a way that interferes with the operation of septic systems or other individual wastewater treatment mechanisms, encourage the extension of wastewater treatment system services wherever warranted, determined to be feasible by a responsible agency, and when funding is available to address the need.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
GSM 3.9.6 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.	✓ **GSM 3.9.6-1** The implementing agency should protect against the loss of availability of a designated mineral resource through identification of locations with designated mineral resources and adoption and implementation of policies to conserve land that is most suitable for mineral resource extraction from development of incompatible uses. ✓ **GSM 3.9.6-2** Where possible, transportation improvement project and future land use development sites will be designed by responsible agencies to limit potential impacts on mineral resource lands.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
GSM 3.9.7 - Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	✓ **GSM 3.9.7-1** The implementing agency should protect against the loss of availability of a locally-important mineral resource recovery site through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection of mineral resource production and extraction activities.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HM 3.10.1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	✓ **HM 3.10.1-1** The implementation agency and project sponsors shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment. ✓ **HM 3.10.1-2** Encourage local agencies to avoid siting hazardous facilities near Environmental Justice communities.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	✓ **HM 3.10.2-1** Implementing agencies shall encourage the USDOT, the Office of Emergency Services, and Caltrans to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training. ✓ **HM 3.10.2-2** Implementing agencies shall encourage the USDOT and the CHP to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation. ✓ **HM 3.10.2-3** The implementing agencies and project sponsors shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	✓ **HM 3.10.3-1** The implementing agencies shall comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.	✓ **HM 3.10.4-1** Prior to approval of any improvement project or future land use development project, the project implementation agency shall consult all known databases of contaminated sites and undertake a standard Phase 1 Environmental Site Assessment in the process of planning, environmental clearance, and construction for projects included in the 2018 RTP/SCS. If contamination is found the implementing agency shall coordinate clean up and/or maintenance activities. ✓ **HM 3.10.4-2** Where contaminated sites are identified, the project implementation agency shall develop appropriate mitigation measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. ✓ **HM 3.10.4-3** Local agencies should contact the Chevron Environmental Management Company (CEMC) to determine whether an improvement or future land use development project may be in the vicinity of the Tidewater Oil Company or Standard Oil Company historical pipeline alignments.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.5 For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.	✓ **HM 3.10.5-1** Implementing agencies should comply with ALUC plans as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HM 3.10.6 For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.	✓ **HM 3.10.6-1** Implementing agencies should analyze and adhere to all safety and compatibility issues as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	✓ **HM 3.10.7-1** Implementing agencies should adhere to all emergency plans as a part of their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HM 3.10.8 Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.	✓ **HM 3.10.8-1** Implementing agencies should analyze and adhere to all safety and compatibility issues as a part of their design and construction of transportation facilities and their land use approval authority through policies incorporated into general plans, specific plans, and other land use plans. Such policies would provide protection for a project located within wildland areas.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HW 3.11.1 Violate Regional Water Quality Control Board water quality standards or waste discharge requirements.	✓ **HW 3.11.1-1** Improvement projects and new development will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity. ✓ **HW 3.11.1-2** Transportation network improvements and future land use developments will comply with local, state and federal floodplain regulations. Proposed transportation improvements and applicable new developments will be engineered by responsible agencies to accommodate storm drainage flow. ✓ **HW 3.11.1-3** Responsible agencies should ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation. Responsible agencies implementing projects requiring continual water removal facilities should provide monitoring systems including long-term administrative procedures to ensure proper operations for the life of the Project. ✓ **HW 3.11.1-4** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HW 3.11.2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	✓ **HW 3.11.2-1** Transportation network improvements and future land use developments will comply with local, state and federal floodplain regulations. Proposed transportation improvements and applicable new developments will be engineered by responsible agencies to accommodate storm drainage flow. Responsible agencies should ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation. Responsible agencies implementing projects requiring continual water removal facilities should provide monitoring systems including long-term administrative procedures to ensure proper operations for the life of the Project. ✓ **HW 3.11.2-2** Local agencies shall form Groundwater Sustainability Agencies (GSAs) in accordance with the collection of State legislation [AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)] known as the Sustainable Groundwater Management Act (SGMA), as applicable, to manage high and medium priority basin sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HW 3.11.3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	✓ **HW 3.11.3-1** Prior to construction within the vicinity of a watercourse, the project sponsor can and should obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game, California Coastal Commission, and local jurisdictions, and should comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following: ➢ U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. ➢ Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. ➢ California Department of Fish and Game (CDFG): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG. A qualified environmental consultant can and should be retained and paid for by the project sponsor to make site visits as necessary; and as a follow-up, submit to the Lead Agency a letter certifying that all required conditions have been instituted during the grading activities. ✓ **HW 3.11.3-2** Project sponsors can and should comply with the State-wide construction storm water discharge permit requirements including preparation of Storm Water Pollution Prevention Plans for transportation improvement construction projects. Roadway construction projects can and should comply with the Caltrans storm water discharge permit. BMPs can and should be identified and implemented to manage site erosion, wash water runoff, and spill control. ✓ **HW 3.11.3-3** Project sponsors can and should implement BMPs to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating BMPs should be submitted for review and approval by the lead agency. At a minimum, the project sponsor can and should provide filter materials deemed acceptable to the lead agency at nearby catch basins to prevent any debris and dirt from flowing into the local storm drain system and creeks. ✓ **HW 3.11.3-4** Project sponsors can and should submit an erosion and sedimentation control plan for review and approval by the appropriate government agency. All work should incorporate all applicable BMPs for the construction industry, including BMPs for dust, erosion and water quality. The measures should include, but are not limited to, the following: ➢ On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the street, gutters, storm drains. ➢ In accordance with an approved erosion control plan, the project sponsor should implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric should be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas should be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected. ➢ Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. ➢ Install filter materials acceptable to the appropriate agency at the storm drain inlets nearest to the project site prior to the start of the wet weather season; site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the storm drain system. Filter materials should be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. ➢ Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into water courses, street gutters, or storm drains. ➢ Direct and locate tool and equipment cleaning so that wash water does not discharge into the street, gutters, or storm drains. ➢ Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material should be stored on-site. ➢ Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly (or other interval approved by the lead agency) basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. ➢ Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work. ➢ As appropriate, broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt should be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the street, gutter, and/or storm drains. ➢ All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management should be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the RWQB. ➢ All erosion and sedimentation control measures should be monitored regularly by the project sponsor. If measures are insufficient to control sedimentation and erosion, then the project sponsor should develop and implement additional and more effective measures immediately.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HW 3.11.4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	✓ **HW 3.11.4-1** Prior to construction, and when a potential drainage issue is known, a drainage study should be conducted by responsible agencies for new capacity-increasing projects and new land use developments, where applicable. Drainage systems should be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible. Transportation and new development improvements will comply with federal, state and local regulations regarding storm water management. State-owned freeways must comply with Storm Water Discharge NPDES permit for Caltrans facilities. ✓ **HW 3.11.4-2** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HW 3.11.5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	✓ **HW 3.11.5-1** Project sponsors can and should ensure that new facilities include structural water quality control features such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits. ✓ **HW 3.11.5-2** Drainage of roadway runoff can and should comply with Caltrans' storm water discharge permit. Wherever possible, roadways can and should be designed to convey storm water through vegetated median strips that provide detention capacity and allow for infiltration before reaching culverts. ✓ **HW 3.11.5-3** Project sponsors can and should assure projects mitigate for changes to the volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. ✓ **HW 3.11.5-4** Impacts can and should be reduced to the extent possible by providing culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. ✓ **HW 3.11.5-5** Project sponsors of improvement projects on existing facilities can and should include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs can and should be completed to eliminate increases in peak flow rates from current levels. ✓ **HW 3.11.5-6** Local jurisdictions can and should encourage Low Impact Development and incorporation of natural spaces that reduce, treat, infiltrate and manage storm water runoff flows in all new developments, where practical and feasible.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HW 3.11.6 Otherwise substantially degrade water quality.	✓ **HW 3.11.6-1** Improvement projects along existing facilities and future land use developments will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
HW 3.11.7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	✓ **HW 3.11.7-1** Prior to construction, and when a potential drainage issue is known, a drainage study should be conducted by responsible agencies for new capacity-increasing projects and new land use developments, where applicable. Drainage systems should be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible. ✓ **HW 3.11.7-2** Transportation and new development improvements will comply with federal, state and local regulations regarding storm water management. State-owned freeways must comply with Storm Water Discharge NPDES permit for Caltrans facilities. ✓ **HW 3.11.7-3** Responsible agencies should ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff. ✓ **HW 3.11.7-4** Letters of Map Revision (LOMR) will be prepared and submitted to FEMA (when applicable) by responsible agencies where construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood-prone areas.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
HW 3.11.8 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	✓ **HW 3.11.8-1** Fresno COG will encourage implementing and local agencies to conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows such that the project is consistent with federal, state, and local regulations and laws related to development in the floodplain. ✓ **HW 3.11.8-2** Fresno COG will encourage implementing and local agencies to, the extent feasible and appropriate, prevent development in flood hazard areas that do not have appropriate protections.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor
HW 3.11.9 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.	✓ **HW 3.11.9-1** Fresno COG will encourage implementing and local agencies to conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows such that the project is consistent with federal, state, and local regulations and laws related to development in the floodplain. ✓ **HW 3.11.9-2** Fresno COG will encourage implementing and local agencies to, the extent feasible and appropriate, prevent development in flood hazard areas that do not have appropriate protections.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor
HW 3.11.10 Inundation by seiche, tsunami, or mudflow.	✓ Not applicable.	✓ Not applicable	✓ Not applicable

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
LPR 3.12.1 Physically Divide an Established Community.	✓ **LPR 3.12.1-1** Individual transportation and future land use development projects will be consistent with local transportation system and land use plans and policies that designate areas for urban land use and transportation improvements, as identified by the agency with jurisdiction over said land(s). ✓ **LPR 3.12.1-2** Prior to final approval of each individual transportation improvement project and future land use development project, the implementing agency will conduct the appropriate transportation improvement project-specific and future land use development-specific environmental review, to address impacts from land use and transportation system projects that may physically divide or displace portions of a community.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
LPR 3.12.2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the projects (Including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	✓ **LPR 3.12.2- 1** Individual transportation and future land use development projects will be consistent with local land use plans and policies that designate areas for urban and rural land use and preserve recreational, open space, and other lands. ✓ **LPR 3.12.2-2** Prior to final approval of each individual improvement project and future land use development project, the implementing agency will conduct the appropriate transportation improvement project specific and future land use development-specific environmental review, including consideration of potential land use impacts.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
LPR 3.12.3 Conflict with any applicable habitat conservation plan or natural community conservation plan.	✓ **LPR 3.12.3-1** Consult with federal, state, and/or local agencies that handle administration of HCPs and NCCPs. ✓ **LPR 3.12.3-2** When feasible, the project will be designed in such a way that lands preserved under HCPs or NCCPs are avoided. ✓ **LPR 3.12.3-3** Sufficient conservation measures to fulfil the HCPs or NCCPs requirements be taken when avoidance is determined to be infeasible.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
LPR 3.12.4 – Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	✓ **LPR 3.12.4-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
LPR 3.12.5 – Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	✓ **LPR 3.12.5-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
N 3.13.1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	✓ **N 3.13.1-1** As part of the implementing agency's appropriate environmental review of each project, a project specific noise evaluation shall be conducted, and appropriate mitigation identified and implemented. ✓ **N 3.13.1-2** Implementing agencies should employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities and other noise generating land uses. ✓ **N 3.13.1-3** Implementing agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other future noise generating facilities. ✓ **N 3.13.1-4** Implementing agencies should construct sound reducing barriers between noise sources and noise sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors. ✓ **N 3.13.1-5** Implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise. ✓ **N 3.13.1-6** Implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts. ✓ **N 3.13.1-7** Passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations should be located away from sensitive receptors.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
N 3.13.2 Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.	✓ **N 3.13.2-1** Mitigation measures identified to address Impact 3.14.1 shall be applied to address impacts associated with Impact 3.14.2.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
N 3.13.3 A substantial permanent increase in ambient noise levels.	✓ **N 3.13.3-1** As part of the implementing agency's appropriate environmental review of each transportation or land use development project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented. ✓ **N 3.13.3-2** Implementing agencies shall employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities and other noise generating uses. ✓ **N 3.13.3-3** Implementing agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and future noise generating land uses. ✓ **N 3.13.3-4** Implementing agencies should construct sound reducing barriers between noise sources and noise sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors. ✓ **N 3.13.3-5** Implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise. ✓ **N 3.13.3-6** Implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts. ✓ **N 3.13.3-7** Passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations should be located away from sensitive receptors.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
N 3.13.4 A substantial temporary or periodic increase in ambient noise levels.	✓ **N 3.13.4-1** Implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances. ✓ **N 3.13.4-2** Implementing agencies will limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends. ✓ **N 3.13.4-3** Equipment and trucks used for construction will utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. ✓ **N 3.13.4-4** Impact equipment (e.g., jackhammers, pavement breakers, and rock drills) used for individual improvement project or land use development construction will be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust be used; this muffler can lower noise levels from the exhaust by up to about 10 DBAS. External jackets on the tools themselves will be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used such as drilling rather than impact equipment whenever feasible. ✓ **N 3.13.4-5** Implementing agencies will ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they will be adequately muffled. ✓ **N 3.13.4-6** Implementing agencies will designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary. ✓ **N 3.13.4-7** Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence will be mitigated by the individual improvement project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction. ✓ **N 3.13.4-8** Implementing agencies will direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements. ✓ **N 3.13.4-9** Implementing agencies will implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities. ✓ **N 3.13.4-10** No pile-driving or blasting operations will be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition will be obtained from the individual improvement project or new land use development proponent and must be approved by the local jurisdiction. ✓ **N 3.13.4-11** Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers, (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor. ✓ **N 3.13.4-12** In residential areas, pile driving will be limited to daytime working hours. ✓ **N 3.13.4-13** Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible. ✓ **N 3.13.4-14** Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.		
N 3.13.5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.	✓ **N 3.13.5-1** Compliance with Occupational Safety and Health Administration's (OSHA) hearing conservation amendment. The Permissible Exposure Level (PEL) is defined as an 8-hour time-weighted average sound level of 90 dBA integrating all sound levels from at least 90 dBA to at least 140 dBA. Project implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
N 3.13.6 For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.	✓ **N 3.13.6-1** Compliance with Occupational Safety and Health Administration's (OSHA) hearing conservation amendment. The Permissible Exposure Level (PEL) is defined as an 8-hour time-weighted average sound level of 90 dBA integrating all sound levels from at least 90 dBA to at least 140 dBA. Project implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PHE 3.14.1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	✓ **PHE 3.14.1-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect projects included in the 2018 RTP and future land use allocations reflected in the SCS.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
PHE 3.14.2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	✓ **PHE 3.14.2-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect projects included in the 2018 RTP and future land use allocations reflected in the SCS. ✓ **PHE 3.14.2-2** For projects with the potential to displace homes or businesses, project and future development implementation agencies will evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to persons or businesses are involved. Potential impacts will be minimized to the extent feasible. ✓ **PHE 3.14.2-3** Project implementation agencies should identify businesses and residences to be displaced. As required by law, relocation and assistance will be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City and County policies. ✓ **PHE 3.14.2-4** Project implementation agencies will develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PHE 3.14.3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	✓ **PHE 3.14.3-1** Project implementation agencies will design new transportation facilities that protect access to existing community facilities. During the design phase of the individual improvement project, community amenities and facilities should be identified and access to them considered in the design of the individual improvement project. ✓ **PHE 3.14.3-2** Project implementation agencies will design roadway improvements, in a manner that minimizes barriers to pedestrians and bicyclists. During the design phase, pedestrian and bicycle routes will be determined that permit easy connections to community facilities nearby in order not to divide the communities.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
PU 3.15.1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities.	✓ **PU 3.15.1-1** Prior to construction, the project implementation agency will ensure that all necessary local and state permits are obtained. The project implementation agency also will comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements: ➢ Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ➢ Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ➢ Schedule truck trips outside of peak morning and evening commute hours. ➢ Limit lane closures during peak hours to the extent possible. ➢ Use haul routes, minimizing truck traffic on local roadways, to the extent possible. ➢ Include detours for bicycles and pedestrians in all areas potentially affected by individual improvement project construction. ➢ Install traffic control devices as specified in the Caltrans Manual of Traffic Controls for Construction and Maintenance Work Zones. ➢ Develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. Access plans will be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions will be asked to identify detours for emergency vehicles, which will then be posted by the contractor. The facility owner or operator will be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures. ➢ Store construction materials only in designated areas. ➢ Coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. ✓ **PU 3.15.1-2** Transportation and future land use development projects requiring police protection, fire service, and emergency medical service will coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current levels of service at the individual improvement project or future land use development site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service will be identified in each individual improvement project's CEQA documentation. ✓ **PU 3.15.1-3** The growth inducing potential of individual transportation and future land use development projects will be carefully evaluated so that the full implications of the 2018 RTP/SCS are understood. Individual environmental documents will quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities. Lead and responsible agencies should then make any necessary adjustments to the applicable general plan. ✓ **PU 3.15.1-4** As part of transportation project-specific or future land use development project-specific environmental review, implementing agencies will evaluate the impacts resulting from the potential for severing underground utility lines during construction	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	activities. Appropriate mitigation measures will be identified for all impacts. The implementing agencies will be responsible for ensuring adherence to mitigation measures. Fresno COG will be provided with documentation indicating compliance with mitigation measures. ✓ **PU 3.15.1-5** Prior to construction, the implementing agency or contractor will identify the locations of existing utility lines. All known utility lines will be avoided during construction.		
PU 3.15.2 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	✓ **PU 3.15.2-1** During the CEQA review process for individual facilities, implementing agencies should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PU 3.15.3 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	✓ **PU 3.15.3-1** Projects requiring wastewater service, solid waste collection, or potable water service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation. ✓ **PU 3.15.3-2** Reclaimed water will be used for landscaping purposes instead of potable water wherever feasible. ✓ **PU 3.15.3-3** Each of the proposed transportation improvement projects or future land use developments will comply with applicable regulations related to solid waste disposal. ✓ **PU 3.15.3-4** The construction contractor will work with Recycling Coordinators to ensure that source reduction techniques and recycling measures are incorporated into individual transportation improvement or future land use development project construction. ✓ **PU 3.15.3-5** The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
PU 3.15.4 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	✓ **PU 3.15.4-1** During the CEQA review process for individual RTP/SCS projects, implementing agencies with responsibility for the construction of new storm water drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs should apply necessary mitigation measures, including actions set forth in regional watershed management plans, to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. ✓ **PU 3.15.4-2** As part of transportation project-specific and future land use development project-specific environmental review, implementing agencies will evaluate the impacts resulting from soil accumulation during construction of the transportation projects and future land use developments. Appropriate mitigation measures will be identified for all impacts. The implementing agencies will be responsible for ensuring adherence to the mitigation measures. Fresno COG will be provided with documentation indicating compliance with mitigation measures. ✓ **PU 3.15.4-3** Implementing agencies should implement appropriate measures, such as the washing of construction vehicles undercarriages before leaving the construction site or increasing the use of street cleaning machines, to reduce the amount of soil on local roadways as a result of construction.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PU 3.15.5 Have sufficient water supplies available to serve the project from existing entitlements and resources, or the need for new or expanded entitlements.	✓ **PU 3.15.5-1** Projects requiring potable water service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation. ✓ **PU 3.15.5-2** Reclaimed water will be used for landscaping purposes instead of potable water wherever feasible. ✓ **PU 3.15.5-3** In January 2014 the Governor declared an emergency drought declaration for the State. Long-term water supply documents anticipate that drought (including severe single-year drought) are regular occurrences within the State. Because the 2018 RTP and SCS do not propose or approve any development of any water demand projects, the Governor's drought declaration does not indicate that there is a significant water supply impact associated with the RTP and SCS. ✓ **PU 3.15.5-4** Local agencies shall form Groundwater Sustainability Agencies (GSAs) in accordance with the collection of State legislation [AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)] known as the Sustainable Groundwater Management Act (SGMA), as applicable, to manage high and medium priority basin sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
PU 3.15.6 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	✓ **PU 3.15.6-1** Projects requiring wastewater service will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PU 3.15.7 Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	✓ **PU 3.15.7-1** Projects requiring solid waste collection will coordinate with the local agencies to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual transportation improvement or future land use development project sites is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual transportation improvement or future land use development project's CEQA documentation. ✓ **PU 3.15.7-2** Each of the proposed transportation improvement projects or future land use developments will comply with applicable regulations related to solid waste disposal. ✓ **PU 3.15.7-3** The construction contractor will work with Recycling Coordinators to ensure that source reduction techniques and recycling measures are incorporated into individual transportation improvement or future land use development project construction. ✓ **PU 3.15.7-4** The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
PU 3.15.8 Comply with federal, state, and local statutes and regulations related to solid waste.	✓ **PU 3.15.8-1** During the CEQA review process for individual facilities, implementing agencies should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
SE 3.16.1 Construction Impacts on Minority and Low-Income Populations.	✓ Impact is considered less-than-significant; no mitigation is required.	✓ Not applicable	✓ Not applicable
SE 3.16.2 Operational Impacts on Low-Income and Minority Populations.	✓ Impact is considered less-than-significant; no mitigation is required.	✓ Not applicable	✓ Not applicable

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
TT 3.17.1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	✓ **TT 3.17.1-1** Measures intended to reduce VMT and reduce VHT or congestion levels are part of the RTP/SCS. These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use/transportation connection through increased densities, other Travel Demand Management measures described in the RTP and in local agency General Plans, and key transportation investments targeted to reduce congestion levels and improve LOS.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor
	✓ **TT 3.17.1-2** Fresno COG will continue to secure funding programs considering a projects ability to enhance complete streets objectives	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **TT 3.17.1-3** Beyond the currently financially and institutionally feasible measures included in the 2018 RTP/SCS, Fresno COG will identify further reduction in VMT, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs, additional vanpools, and additional bicycle programs.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **TT 3.17.1-4** Transportation Planning: Fresno COG will assist local jurisdictions to encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **TT 3.17.1-5** Local jurisdictions can and should promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-6** The Plan includes measures intended to reduce vehicle hours of delay. These include: system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce delay. Fresno COG shall encourage local agencies to fully implement these policies and projects.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor
	✓ **TT 3.17.1-7** The Plan includes measures intended to reduce daily heavy-duty truck vehicle hours of delay. These include: goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. Fresno COG shall encourage local agencies to fully implement these policies and projects.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor
	✓ **TT 3.17.1-8** Local jurisdictions can and should encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-9** Local jurisdictions can and should encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-10** Transit agencies can and should encourage bicycling to transit facilities by providing additional bicycle parking, locker	✓ Ongoing over the life of the Plan	✓ Transit agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	facilities, and bike lane access to transit facilities when feasible. ✓ **TT 3.17.1-11** Project sponsors can and should build or fund a major transit stop within or near the development. ✓ **TT 3.17.1-12** Local jurisdictions and transit agencies can and should provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers. ✓ **TT 3.17.1-13** Local jurisdictions and project sponsors can and should incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments. ✓ **TT 3.17.1-14** Local jurisdictions can and should require amenities for non-motorized transportation, such as secure and convenient bicycle parking. ✓ **TT 3.17.1-15** Local jurisdictions can and should ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation. ✓ **TT 3.17.1-16** Local jurisdictions can and should connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling. ✓ **TT 3.17.1-17** Local jurisdictions can and should create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. ✓ **TT 3.17.1-18** Local jurisdictions can and should work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. ✓ **TT 3.17.1-19** Local jurisdictions and transit agencies can and should provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. ✓ **TT 3.17.1-20** Local jurisdictions can and should educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. ✓ **TT 3.17.1-21** Project Selection: Local jurisdictions can and should give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. ✓ **TT 3.17.1-22** System Interconnectivity: Local jurisdictions can and should create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following: ➢ Ensure transportation centers are multi-modal to allow transportation modes to intersect; ➢ Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail;	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Local agencies and project sponsors ✓ Local and transit agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies ✓ Local agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges; ➢ Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations; ➢ Coordinate schedules and routes across service lines with neighboring transit authorities; ➢ Support programs to provide "station cars" for short trips to and from transit nodes (e.g., neighborhood electric vehicles); ➢ Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more; ➢ Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles; ➢ Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets; ➢ Use park-and-ride facilities to access transit stations only at ends of regional transitways or where adequate feeder bus service is not feasible.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-23** Transit System Infrastructure: Local jurisdictions can and should upgrade and maintain transit system infrastructure to enhance public use, including: ➢ Ensure transit stops and bus lanes are safe, convenient, clean and efficient; ➢ Ensure transit stops have clearly marked street-level designation, and are accessible; ➢ Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate; ➢ Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.	✓ Ongoing over the life of the Plan	✓ Transit agencies
	✓ **TT 3.17.1-24** Customer Service: Transit agencies can and should enhance customer service and system ease-of-use, including: ➢ Develop a Regional Pass system to reduce the number of different passes and tickets required of system users; ➢ Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service); ➢ Investigate the feasibility of an on-line trip-planning program.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-25** Transit Funding: Local jurisdictions can and should prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, including: ➢ Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic;		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.	✓ Ongoing over the life of the Plan	
	✓ **TT 3.17.1-26** Transit and Multimodal Impact Fees: Local jurisdictions can and should assess transit and multimodal impact fees on new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-27** System Monitoring: Local jurisdictions can and should monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-28** Arterial Traffic Management: Local jurisdictions can and should modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-29** HOV Lanes: Local jurisdictions can and should encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-30** Ride-Share Programs: Fresno COG and local jurisdictions can and should promote ride sharing programs, including: ➢ Designate a certain percentage of parking spaces for ride-sharing vehicles; ➢ Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles; ➢ Provide a web site or message board for coordinating shared rides; ➢ Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit; ➢ Hire or designate a rideshare coordinator to develop and implement ridesharing programs.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Local agencies
	✓ **TT 3.17.1-31** Employer-based Trip Reduction: Local jurisdictions can and should support voluntary, employer-based trip reduction programs, including: ➢ Provide assistance to regional and local ridesharing organizations; ➢ Advocate for legislation to maintain and expand incentives for employer ridesharing programs; ➢ Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes; ➢ Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-32** Ride Home Programs: Local jurisdictions can and should implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-33** Local Area Shuttles: Transit agencies can and should encourage and utilize shuttles to serve neighborhoods, employment	✓ Ongoing over the life of	✓ Transit agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	centers and major destinations.	the Plan	✓ Local agencies
	✓ **TT 3.17.1-34** Local jurisdictions and transit agencies can and should create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-35** Local jurisdictions can and should work with existing shuttle service providers to coordinate their services.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-36** Low- and No-Travel Employment Opportunities: Local jurisdictions can and should facilitate employment opportunities that minimize the need for private vehicle trips, including: ➢ Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations; ➢ Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-37** Local jurisdictions can and should support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders and providing incentives.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-38** Development Standards for Bicycles: Local jurisdictions can and should establish standards for new development and redevelopment projects to support bicycle use, including: ➢ Amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, by incorporating the following: ▪ "Complete Streets" policies that foster equal access by all users in the roadway design; ▪ Bicycle and pedestrian access internally and in connection to other areas through easements; ▪ Safe access to public transportation and other non-motorized uses through construction of dedicated paths; ▪ Safe road crossings at major intersections, especially for school children and seniors; ▪ Adequate, convenient and secure bike parking at public and private facilities and destinations in all urban areas; ▪ Street standards will include provisions for bicycle parking within the public right of way.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-39** Local jurisdictions can and should require new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including: ➢ Construction of weatherproof bicycle facilities where feasible, and at a minimum, bicycle racks or covered, secure parking near the building entrances; ➢ Provision and maintenance of changing rooms, lockers, and showers at large employers or employment centers. ➢ Prohibit projects that impede bicycle and pedestrian access, such as large parking areas that cannot be safely crossed by non-motorized vehicles, and developments that block through access on existing or potential bicycle and pedestrian routes; ➢ Encourage the development of bicycle stations at intermodal hubs, with attended or "valet" bicycle parking, and other amenities such		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	as bicycle rental and repair, and changing areas with lockers and showers;		
	➢ Conduct a connectivity analysis of the existing bikeway network to identify gaps and prioritize bikeway development where gaps exist.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-40** Bicycle and Pedestrian Trails: Local jurisdictions can and should establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel and will provide bike racks along these trails at secure, lighted locations.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-41** Bicycle Safety Program: Local jurisdictions can and should develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-42** Bicycle and Pedestrian Project Funding: Local jurisdictions can and should pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects, including, as appropriate:		
	➢ Apply for regional, State, and federal grants for bicycle and pedestrian infrastructure projects;		
	➢ Establish development exactions and impact fees to fund bicycle and pedestrian facilities;		
	➢ Use existing revenues, such as State gas tax subventions, sales tax funds, and general fund monies for projects to enhance bicycle use and walking for transportation.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-43** Bicycle Parking: Local jurisdictions can and should adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-44** Local jurisdictions can and should implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-45** Pedestrian and Bicycle Promotion: Local jurisdictions can and should work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-46** Trip Reduction Program: Local jurisdictions can and should implement a program to reduce vehicle trips by employees, including:		
	➢ Providing incentives and infrastructure for vanpooling and carpooling, such as pool vehicles, preferred parking, and a website or bulletin board to facilitate ride-sharing;		
	➢ Providing subsidized passes for mass transit;		
	➢ Offering compressed work hours, off-peak work hours, and telecommuting, where appropriate;	✓ Ongoing over the life of the Plan	✓ Local agencies
	➢ Offer a guaranteed ride home for employees who use alternative modes of transportation to commute.		
	✓ **TT 3.17.1-47** Bicycle Transportation Support: Local jurisdictions can and should promote and support the use of bicycles as transportation, including:		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ Providing bicycle stations with secure, covered parking, changing areas with storage lockers and showers, as well as a central facility where minor repairs can be made; ➢ Providing bicycles, including electric bikes, for employees to use for short trips during business hours; ➢ Implementing a police-on-bicycles program; ➢ Providing a bicycle safety program, and information about safe routes to work. ✓ **TT 3.17.1-48** Transit Access to Municipal Facilities: Local jurisdiction and agency facilities can and should be located on major transit corridors, unless their use is plainly incompatible with other uses located along major transit corridors. ✓ **TT 3.17.1-49** Develop an Intelligent Transportation Systems strategy, consistent with the updated ITS Strategic Plan, to implement the Integrated Performance Management System Network that will: ➢ Interconnect the region's local transportation management centers, including the use of cameras, and computer hardware and software to detect and clear accidents. ➢ Use technology to improve traffic signal timing in order to optimize traffic flow and transit service. ➢ Involve new equipment to improve on-time transit performance and provide real-time transit information at stops and stations.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Local agencies ✓ Fresno COG

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
TT 3.17.2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	✓ **TT 3.17.2-1** A number of local street and road and State Route segments along the regional street and highway will experience deficient LOS conditions by 2042. Mitigation measures for these segments have not been identified or programmed in the RTP. Intersection improvements and lane additions would improve deficient levels of service to acceptable levels consistent with minimum LOS policies identified in the RTP; however, funding to address the improvements is not available or the costs to mitigate the deficiencies are prohibitive. Fresno COG should coordinate efforts to identify appropriate strategies that would improve deficient levels of service along the affected streets and highways. Fresno COG should work continue to with local agencies and Caltrans, District 6 to identify alternative improvements, associated cost estimates, and an implementation plan and schedule as part of various Caltrans studies and during update of local general plans and other planning efforts. Various funding sources should be analyzed as part of implementation plans and findings should be incorporated into future RTPs.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agencies
	✓ **TT 3.17.2-2** Project sponsors of a commercial use can and should submit to the Lead Agency (or other appropriate government agency) a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The sponsor should implement the approved TDM plan. The TDM should include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel should be considered. Strategies to consider include the following: ➢ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement ➢ Construction of bike lanes per the prevailing Bicycle Master Plan (or another similar document) ➢ Signage and striping onsite to encourage bike safety ➢ Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials ➢ Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. ➢ Direct transit sales or subsidized transit passes ➢ Guaranteed ride home program ➢ Pre-tax commuter benefits (checks) ➢ On-site car-sharing program ➢ On-site carpooling program ➢ Distribution of information concerning alternative transportation options ➢ Parking spaces sold/leased separately ➢ Parking management strategies; including attendant/valet parking and shared parking spaces	✓ Ongoing over the life of the Plan	✓ Local agencies and project sponsors
	✓ **TT 3.17.2-3** Project sponsors and construction contractors can and should meet with the appropriate Lead Agency (or other government agency) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsors

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	under construction. The project sponsor should develop a construction management plan for review and approval by the Lead Agency (or other government agency as appropriate). The plan should include at least the following items and requirements: ➢ A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. ➢ Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. ➢ Location of construction staging areas for materials, equipment, and vehicles at an approved location. ➢ A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager should determine the cause of the complaints and should take prompt action to correct the problem. The Lead Agency should be informed who the Manager is prior to the issuance of the first permit. ➢ Provision for accommodation of pedestrian flow. ➢ As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. ➢ Any damage to the street caused by heavy equipment, or as a result of this construction, should be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair should occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety should be repaired immediately. The street should be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. ➢ Any heavy equipment brought to the construction site should be transported by truck, where feasible. ➢ No materials or equipment should be stored on the traveled roadway at any time. ➢ Prior to construction, a portable toilet facility and a debris box should be installed on the site, and properly maintained through project completion. ➢ All equipment should be equipped with mufflers. ➢ Prior to the end of each work-day during construction, the contractor or contractor should pick up and properly dispose of all litter resulting from or related to the project whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. ✓ **TT 3.17.2-4** Project sponsors can and should ensure that prior to construction all necessary local and State road and railroad encroachment permits are obtained. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:	✓ Ongoing over the life of the Plan	✓ Implementing agencies or project sponsors

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ➢ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ➢ Scheduling of truck trips outside of peak morning and evening commute hours. ➢ Limiting of lane closures during peak hours to the extent possible. ➢ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. ➢ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ➢ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ➢ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. ➢ Storage of construction materials only in designated areas ➢ Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. ✓ **TT 3.17.2-5** Local jurisdictions can and should implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions. ✓ **TT 3.17.2-6** Signal Synchronization: Local jurisdictions can and should expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. ✓ **TT 3.17.2-7** Delivery Schedules: Local jurisdictions can and should establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Local agencies ✓ Local agencies ✓ Local agencies
TT 3.17.3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	✓ Not applicable.	✓ Not applicable	✓ Not applicable

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TT 3.17.4 Substantially increase hazards due to a design feature or incompatible uses.	✓ **TT 3.17.4-1** Implementing agencies should consider safety an objective in the design of RTP projects, and should plan to avoid, improve, or mitigate safety impacts in the course of project-level environmental review. ✓ **TT 3.17.4-2** Fresno COG shall conduct a forum where policy-makers can be educated and can develop consensus on regional transportation safety and security policies. ✓ **TT 3.17.4-3** Fresno COG shall work with local officials to assist with implementation of regional transportation safety and security policies.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Local agency or project sponsor ✓ Fresno COG ✓ Fresno COG and Implementing agencies
TT 3.17.5 Result in inadequate emergency access.	✓ **TT 3.17.5-1** Fresno COG shall support local agencies with the rapid repair of transportation infrastructure in the event of an emergency. This will be accomplished by Fresno COG, in cooperation with local and State agencies, identifying critical infrastructure needs necessary for: a) emergency responders to enter the, region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, Fresno COG shall establish transportation infrastructure practices that promote and enhance security.	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agencies
TT 3.17.6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	✓ **TT 3.17.6-1** Local agencies will be encouraged to update general, area, community and specific plans to reflect the current status of future 2018 RTP street and highway improvements and future land use allocations reflected in the SCS.	✓ Ongoing over the life of the Plan	✓ Local agency or project sponsor