





FINAL
PROGRAM
ENVIRONMENTAL REPORT

JULY 6, 2018

Fresno Council of Governments











State Clearinghouse No. 2017041008

Final Program Environmental Impact Report

for the

Fresno COG 2018 Regional Transportation Plan

and

Sustainable Communities Strategy

July 6, 2018

Prepared For:

Fresno Council of Governments

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State Clearinghouse No. 2017041008

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SECTION 1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Final Program Environmental Impact Report (Final PEIR) must be prepared, certified, and considered by decision-makers prior to taking action on a project. The Final PEIR provides the Fresno Council of Governments (Fresno COG) with an opportunity to respond to comments received on the Draft PEIR and to incorporate any changes or additions necessary to clarify and/or supplement the information contained in that document. This Final PEIR, therefore, represents the culmination of all environmental related issues raised during the comment period on the Draft PEIR for the Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Comments received and staff response to those comments are contained in Section 2 of this Final PEIR. Section 3 provides a listing of changes, additions, and corrections to that Draft PEIR. Such changes, additions, and corrections are necessary to address revisions resulting from written and/or oral comments on the Draft PEIR and to make other minor clarifications. In addition, this Final PEIR contains the CEQA Findings and Statement of Overriding Considerations (Exhibit A), which identifies the significant, adverse, and unavoidable impacts in the Draft PEIR. Finally, a Mitigation Monitoring and Reporting Program (Exhibit B) is included that identifies the necessary processes that are required to ensure that the mitigation measures recommended in the Draft PEIR are implemented. The Fresno COG Board of Directors is required to balance the benefits of the proposed Project (2018 RTP/SCS) against its potential unavoidable environmental impacts in determining whether to approve the project.

1.1 FORMAT AND SCOPE

This document has been prepared by VRPA Technologies, Inc. (VRPA) to address the required components described above. The 55-day Draft PEIR review and comment period began on April 5, 2018 and ended on May 30, 2018.

The Final PEIR is also composed of the following documents, which are incorporated here by reference:

- ✓ Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy, Draft Program Environmental Impact Report, April 5, 2018
- ✓ Draft Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy, April 5, 2018
- ✓ Draft Fresno County Conformity Analysis, July 26, 2018
- ✓ Draft Fresno COG 2019 Federal Transportation Improvement Program (FTIP)
- ✓ Fresno COG Regional Transportation Plan/Sustainable Communities Strategy, Final Program Environmental Impact Report, July 6, 2018

1.2 PROJECT DESCRIPTION

The Project, as defined by CEQA Statutes, Section 21065, is the preparation of the 2018 revision of the RTP/SCS (incorporated by reference). Fresno COG has prepared the 2018 RTP/SCS 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 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/SCS is an update of the 2014 RTP/SCS, which expires on December 12, 2018. This RTP/SCS will be in effect upon its adoption, which is scheduled for July 2018. The 2018 RTP/SCS is similar to the 2014 RTP/SCS in that it includes the Sustainable Communities Strategy 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/SCS every four (4) years. For the 2014 RTP/SCS, 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, a 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/SCS as required by CEQA. The SCS, found in Chapter 3 of the 2018 RTP/SCS, is further described below, and is incorporated by reference.

The RTP is used to guide development of the Federal Transportation Improvement Program (FTIP), which Fresno COG prepares and maintains. The FTIP 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/SCS 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 California 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/SCS 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/SCS 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).

Chapter 4 of the RTP/SCS and Section 2 of the Draft PEIR set 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 2018 RTP/SCS). Results of the modeling process are provided in Section 3.17 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/SCS 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/SCS, 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.

[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.

Alternative scenarios are briefly discussed in the 2018 RTP/SCS; they are also addressed and analyzed for their feasibility in Section 4 of the Draft PEIR and in this Final PEIR, as required by CEQA (15126(d), 15125.6(a)). From the Draft PEIR, the alternatives are identified, described, and assessed. The 2018 RTP/SCS only recommends one alternative scenario (Scenario "D"), 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 2018 RTP/SCS consists of required elements referenced in the enabling legislation and is organized into various sections noted below.

- ✓ Chapter 1. Building the RTP: Putting the Pieces Together
- ✓ Chapter 2. Policies: Foundations of the Plan
- ✓ Chapter 3. Sustainable Communities Strategy: People. Choices. Community.
- ✓ Chapter 4. Actions: Assessing Our Transportation Needs
- ✓ Chapter 5. Financing Mobility: Funding Our Transportation System
- ✓ Chapter 6. Public Participation: Working Together for a Better Plan
- ✓ Chapter 7. Environmental Justice: Ensuring Meaningful Involvement for All People
- ✓ Chapter 8. Performance Measures: Investment Accountability and Efficiency
- ✓ Appendices.

SECTION 2.0 COMMENTS AND RESPONSES TO COMMENTS

2.1 COMMENTS RECEIVED

Comment letters regarding the Draft 2018 Fresno Council of Governments (Fresno COG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and/or Draft Program Environmental Impact Report (Draft PEIR) were dated/received from the six (6) agencies and organizations noted in Table 2-1.

TABLE 2-1

Comment Letters on the 2018 RTP/SCS and/or Draft PEIR

LETTER/EMAIL NUMBER/AGENCY NAME	LETTER DATE/ DATE RECEIVED
1. California Rural Legal Assistance, Inc.	May 29, 2018/ May 30, 2018
2. Leadership Counsel for Justice and Accountability	June 1, 2018/ June 1, 2018
3. Leadership Counsel for Justice and Accountability	June 1, 2018/ June 1, 2018
4. Sequoia Riverlands Trust	June 1, 2018/ June 1, 2018
5. State of California Department of Transportation (Caltrans), District 6	June 4, 2018/ June 4, 2018
6. State of California Department of Fish and Wildlife, Central Region *Note: This letter was received by Fresno COG after the close of the CEQA comment period on the Draft PEIR. However, Fresno COG has fully responded to this letter herein.*	June 1, 2018/ June 7, 2018

7. California High-Speed Rail Authority, Central Valley Regional Office — June 26, 2018
   June 26, 2018

   Note: This letter was received by Fresno COG after the close of the CEQA comment period on the Draft PEIR. However, Fresno COG has fully responded to this letter herein.

8. State of California Department of Transportation (Caltrans), District 6 — May 11, 2018/
   May 11, 2018

In addition, two public hearings regarding the Draft 2018 RTP/SCS and/or Draft PEIR were conducted on April 26, 2018 at Fresno COG offices in Fresno and in Selma on May 15, 2018. Only one oral comment was received during the Selma hearing as noted below.

TABLE 2-2

Oral Comments on the 2018 RTP/SCS and/or Draft PEIR

COMMENT NUMBER/AGENCY NAME	HEARING DATE/
1. Amanda Monaco, Leadership Counsel for Justice and Accountability (Related to the Draft 2018 RTP/SCS and Draft PEIR)	May 15, 2018

2.2 COMMENT LETTERS AND RESPONSES TO COMMENTS

Written comments on the Draft PEIR are included below as letters 1 through 8. Each comment letter or email has been numbered consistent with Table 2-1 in Section 2.1 above. Within each letter/email, distinct comments have been bracketed and numbered consecutively. Relevant responses follow each letter/email using comment numbering for reference.

Comment Letter 1. California Rural Legal Assistance, Inc.

CALIFORNIA RURAL LEGAL ASSISTANCE, INC.

FIGHTING FOR JUSTICE, CHANGING LIVES

May 29, 2018

Via electronic mail to: kcai@fresnocog.org
Kristine Cai, Planning Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Re: Comments on Draft 2018 Fresno County Regional Transportation Plan

Dear Ms. Cai:

California Rural Legal Assistance, Inc. (CRLA) is a non-profit law firm that has served rural communities throughout California for more than fifty years. CRLA's Community Equity Initiative specializes in environmental justice, equitable land use planning, and civil rights law. CRLA served on the Environmental Justice Subcommittee (EJ Subcommittee) for the 2018 Fresno County Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) process.

The draft 2018 RTP/SCS was released on April 5, 2018 for a fifty-five (55) day public comment period. CRLA submits these comments in response to the Notice of Public Hearing and request for public comment. The Fresno Council of Governments (FCOG) staff modified the draft in response to comments on the Environmental Justice element. FCOG however, must include additional information in the draft 2018 RTP/SCS to bring the rest of the document into compliance with the requirements of the California Government Code.

I. The RTP Must Identify and Quantify Existing Transportation Needs in Fresno County

a. The RTP must identify and quantify existing transportation needs

California Government Code §65080(b)(1) mandates that a jurisdiction's RTP "identifies and quantifies regional needs." Cal Gov't Code §65080(b)(1)(A)-(F) provide examples of quantification indicators that include "measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket,"[1] and "measures and means of travel, including but not limited to, percentage share of all trips (work and nonwork) made by" single occupant vehicles, carpools, public transit, walking, and cycling.[2]

It is clear from the language of Cal Gov't Code §65080(b)(1)-(F) that the regional transportation needs assessment must address specific, quantifiable, needs of the jurisdiction's residents.

1.1

[1] Cal Gov't Code §65080(b)(1)(E)
[2] Cal Gov't Code §65080(b)(1)(C)

3747 E. Shields Avenue, Fresno, CA 93726 · Phone: 559-441-8721 · Fax: 559-441-0724 · www.crla.org

LSC

b. The draft RTP does not specify or quantify transportation needs

The draft 2018 RTP/SCS fails to include the requisite specificity to meet the requirements of Cal Gov't Code §65080(b)(1). The needs assessments in the Action Element identify very few specific needs in the Fresno County region and do not quantify or measure those identified. The RTP briefly mentions issues in general terms before listing member agency accomplishments and strategies related to the issue. Very few if any specifics, data, or measurements are provided.

The Highways, Streets, and Roads section[3] of the Needs Assessment provides but one example of this inadequacy; the same issue is present in every needs assessment in the RTP. It states:

> The regional streets and highways network include multiple issues and needs that require Fresno COG's attention. Among these are financing for maintenance, rehabilitation, reconstruction and construction; travel demand modification; capacity problems; general plan circulation element inconsistencies and transportation corridor needs. The following text analyzes each of these issues in further detail.

The text that follows this section does not analyze these needs or quantify them. Each identified need has a subheading which includes further generic text, objectives, or simply lists previous studies completed on these topics without providing any data, analysis, recommendation or conclusion from the studies or further description of the issues they identified. The further detail section on Transportation Corridor Needs states, in its entirety:

> All new regional transportation projects are required to take a "Multimodal Transportation Systems Corridor" planning approach. In keeping with this federal direction, the COG is working in partnership with Caltrans, local jurisdictions and the private sector to identify transportation corridors and projects that will provide a multimodal system for Fresno County Residents.

This contains no information about transportation corridor needs in Fresno County, their significance, effect on transportation access for residents, who they affect, or how to resolve them. Vague references to transportation issues and a list of previous studies is not sufficient to meet the requirements of Cal Gov't Code §65080(b)(1). FCOG must revise each needs assessment in the RTP and conduct a thorough analysis of the transportation needs in the region. The analysis must quantify each need, measure its severity, and address transportation access and ease for county residents.

1.1 Cont.

[33] §4.3 2018 RTP/SCS Action Element

c. The RTP fails to identify transportation needs in rural communities

Fresno County residents are not served, or are underserved, by traditional public transit and face transportation barriers that are not identified in the regional transportation plan. FCOG must include comprehensive identification and quantification of transportation needs within the region and discuss the limits of current transportation services and infrastructure in rural communities.

Traditional transit systems do not meet the transportation needs of small rural communities. Legal restrictions on traditional transit related to farebox return requirements and ridership numbers make the cost of operating a dedicated traditional route to small communities too high for ticket prices to be affordable to residents. FCRTA has attempted numerous traditional demonstration routes in small communities that failed to meet farebox return requirements. Transit systems must be planned and developed that are not restricted by farebox and ridership requirements so that rural communities unable to sustain traditional transit systems can still have access to affordable transportation options.

Every community that was unable to meet farebox requirements to sustain a FCRTA demonstration route presently is unserved by public transit. Transit service has not been attempted in many other small communities for similar reasons. Thousands of residents in Fresno County thus have no access to public transit. The lack of access and challenges posed by farebox and ridership requirements are not identified or discussed in the draft RTP. The RTP should identify how many individuals in the County of Fresno lack access to transit service, experience infrequent service, are without weekend or evening service, and other indicia of access.

Residents in unincorporated areas also lack access to infrastructure for active transportation such as sidewalks, bike paths, street lights, recreational spaces, and experience higher levels of flooding, lower enforcement of traffic safety laws, and greater isolation from services. Obstacles to active transportation should be identified and quantified in the RTP. Safety information for bicyclists and pedestrians in rural areas also should be quantified with information about injuries and fatalities.

A full analysis of the transportation needs for residents in rural areas must be conducted to meet FCOG's legal obligations.

II. The Urban and Rural Transit Needs Assessments Are Inadequate and FCOG May Not Rely on the Unmet Transit Needs Assessment Process

The needs assessments for urban and rural transit fail to comply with Cal Gov't Code §65080(b)(1) because they do not identify actual transit needs and rely only on the conclusions from the Unmet Transit Needs Assessment process.

1.2

1.3

a. The transit needs assessments fail to identify any transit needs

The needs assessment for urban transit in the Fresno region consists entirely of a description of the annual Unmet Transit Needs Assessment (UTNA) process followed by the conclusion: "[w]ithin Fresno County, there are no adopted findings of unmet transit needs that are reasonable to meet." [4] The rural transit needs assessment is four paragraphs long: two paragraphs describe current programming and are irrelevant for a needs assessment, two paragraphs describe the UTNA process.[5] The needs assessment fails to identify a single transit need in urban or rural areas in the Fresno region. The subsequent section of the rural transit component generally describes lack of funding, commuter options, and farmworker transit; this section primarily describes current programming rather than quantifying need.

A description of a process to identify needs is not the same thing as identifying needs. Many communities in Fresno County are without any access to public transit; those served with transit experience limited schedules, long travel times, and lack of weekend transit. The RTP must analyze and quantify these needs.

b. Conclusions from the Unmet Transit Needs Assessment process do not meet RTP mandates

The UTNA process occurs annually and allows a jurisdiction to shift funding from transit projects into street and road projects if it finds no unmet transit needs exist within the jurisdiction. This process is distinct from the requirement under Cal Gov't Code §65080(b)(1) that a region identify and quantify transportation needs in its RTP.

1.3 Cont.

FCOG may not use conclusions from the UTNA process to meet the requirements of Cal Gov't Code §65080(b)(1) because the UTNA process is flawed, fails to adequately identify the needs of residents[6], is prohibitively narrow, and only formally acknowledges needs that were both previously identified and included in a former RTP.

The 2017 UTNA process failed to result in meaningful resident involvement or comply with FCOG's own public participation and civil rights policies. Workshops for the UTNA process were poorly advertised, held in inconvenient locations and times, were very limited in number, and were difficult to reach for individuals without access to public transit. The mailing list for letters announcing the UTNA primarily included government staff and planners and contained very few residents or representatives from local organizations representing the rural poor. The 2017 process failed to garner meaningful public participation. FCOG then erroneously determined that there were no unmet transit needs in the region and adopted a resolution to move money out of transit projects and into projects for streets. The results of this process are not an adequate representation of the transit needs in Fresno County.

[4] Draft 2018 RTP/SCS Pg 4-27
[5] Draft 2018 RTP/SCS Pg 4-41

The UTNA process also has a definition of unmet transit needs that is too narrow and circular to comport with the mandates of Cal Gov't Code §65080(b)(1). FCOG's definition of unmet transit needs for the UTNA process is "[t]hose public transportation or specialized transportation needs that are identified in the Regional Transportation Plan and that have not been implemented or funded." The draft RTP in turn relies on the inadequate UTNA process and fails to analyze or quantify needs assessment in compliance with Cal Gov't Code §65080(b)(1).

1.3 Cont.

Conclusions from the UTNA process thus may not be used to satisfy the requirement that a jurisdiction identify current transportation needs in the RTP for the region. FCOG instead must conduct an independent analysis of transportation needs for the RTP.

IV. The SCS Scenario Process Did Not Reflect Meaningful Public Participation

a. MPOs have civil rights obligations related to public participation

Federal and state civil rights and environmental justice protections prohibit Metropolitan Planning Organizations (MPOs) (FCOG) from enacting policies, practices or activities that will have a differential effect on low-income and minority populations FCOG must ensure meaningful involvement of these populations in RTP policies, programs and activities. State law under SB 375 also includes mandates related to public participation and requires MPOs to include a broad range of stakeholders throughout the RTP/SCS development process. CRLA provided a detailed account of these obligations in letters dated September 5, 2017 and October 31, 2017 which are incorporated here by reference.

1.4

b. The SCS Selection Process Failed to Meaningfully Consider Public Opinion

The SCS scenario was selected before public outreach had concluded and strong public preferences were ignored by the RTP Roundtable, Transportation Technical Committee (TTC), and Policy Advisory Committee (PAC) when they chose the preferred scenario.
Public outreach on the preferred scenarios had not concluded before the RTP Roundtable voted on a recommended scenario on October 25th, 2017. These concerns were raised by community-based organizations in the October 25 RTP Roundtable meeting, but were dismissed by RTP Roundtable members.

1.5

The RTP Roundtable also ignored strong public preferences and chose the scenario that ranked lowest among residents who had weighed-in. FCOG staff presented the RTP Roundtable with the survey results from the public outreach efforts completed prior to October 25, 2017. The public demonstrated the following preferences for the proposed SCS scenario as of that date: Scenario A received 30.4% of votes. Scenario B received 34.6 % of votes. Scenario C received 19% of votes. Scenario D received 16%

of votes. The majority of respondents were members of environmental justice communities and had a legal right to have their opinions meaningfully considered.[7]

The RTP Roundtable chose Scenario D as their preferred scenario although more than twice as many survey respondents preferred Scenario B. The RTP Roundtable did not address either the public preference for Scenarios A and B nor the fact that they were selecting the scenario least preferred by the public when they made their decision. The Roundtable asserted that the TTC and PAC could overturn their decision and choose a more popular scenario, but questioning by CRLA staff indicated that the TTC/PAC had never failed to adopt RTP Roundtable recommendations. The RTP Roundtable selected the least-popular SCS scenario, and this selection was affirmed by the TTC and PAC.

1.5 Cont.

Civil rights laws require that EJ communities are meaningfully included throughout the RTP/SCS process

c. FCOG Failed to Include Any Information on Public Preferences in the RTP/SCS

FCOG does not identify the public preferences for SCS scenarios in the draft 2018 RTP/SCS. It contains information about the number and location of workshops, the types of material presented, the fact that information was presented in multiple languages, and the collaboration between community-based organizations and FCOG for increasing public turnout. It does not include the results of the public participation process. The public demonstrated a clear and strong preference for innovative land use planning that emphasized GHG reduction, high-density development, and transit-oriented growth; this preference was disregarded in favor of the unpopular scenario that placed a higher preference on roadway capacity-increasing projects. The RTP/SCS must include information about the public preferences for Scenarios A and B and the fact that these scenarios were not chosen by FCOG.

1.6

V. The RTP Must Identify Land Uses and Sufficient Areas in the Region to House the Population

California Government Code §65080(B) mandates that jurisdictions

> (i) identify the general location of uses, residential densities, and building intensities within the region; (ii) identify areas within the region sufficient to house all of the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth, (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584[8]

1.7

[7] See CRLA Comment Letter dated October 31, 2017 for percentages of minority and low-income respondents
[8] Cal. Govt Code §65080(B)

The draft 2018 RTP/SCS "Checklist for MPOs erroneously states that the mandates of §65080 are met on pg. 1-3. It lists the scope of the RTP and contains a few paragraphs generally describing the location of Fresno county, but there is no information about housing needs identified in this section or anywhere else in the draft RTP. The growth and housing mix assumptions included in the SCS reference materials are not sufficient to meet this legal requirement. The RTP must fully describe the location of land uses throughout Fresno County and identify sufficient areas to house the entire population in the region, including very-low, low, moderate, and above-moderate income individuals. The areas identified must be sufficient to house the population over the current eight-year RHNA period as well as the entire RTP implementation period, and must accommodate anticipated demographic changes.

1.8 Cont.

CRLA appreciates the opportunity for comment and remains available to answer questions.

Sincerely,

Mariah Thompson
Staff Attorney, Community Equity Initiative
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cc: Ilene Jacobs, Director of Litigation, Advocacy, and Training, California Rural Legal Assistance, Inc. ijacobs@crla.org

Marisol Aguilar, Director, Community Equity Initiative, California Rural Legal Assistance, Inc. maguilar@crla.org

Response 1.1:

Thank you for your comments. Specific responses about the comment that the draft 2018 RTP/SCS does not comply with the California Government Code are provided below based on the further details provided by the author of the comment letter.

Response 1.2:

California Government Code §65080 (b)(1) states that the regional transportation plan shall be an internally consistent document and shall include all of the following: "A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons **may** quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled (VMT) per capita.
(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.
(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:
    (i) Single occupant vehicle.
    (ii) Multiple occupant vehicle or carpool.
    (iii) Public transit including commuter rail and intercity rail.
    (iv) Walking.
    (v) Bicycling.
(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).
(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.
(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required."

The Regional Transportation Plan is a high-level planning document that provides guidance for a region's future transportation investment. It is supported by many separate studies, programs or processes.

Fresno COG conducted a Transportation Needs Assessment study in 2016, which is available on the website at: **https://www.fresnocog.org/transportation-needs-assessment/**. The study included a regional gap analysis for bike/trail facilities, and a transportation connectivity/accessibility analysis for major employment centers and regional health facilities. Public health data was collected and mapped with sidewalk, bike/trail and transit stops. Disadvantaged communities were considered in the project rankings. The study was referenced in the Action Element on page 4-69. The recommended project list from the Transportation Needs Assessment study has been forwarded to the local governments and six out of the fifteen recommended projects are included in the 2018 RTP.

The needs assessment for transit is conducted annually through the Unmet Transit Needs process as described on page 4-27 and 4-48.

Page 4-17 to 4-19 describes transportation corridor studies that address the mobility needs in the major transportation corridors in Fresno County: Fresno-Madera East-West Corridor Study looked at the east-west traffic flow between Madera County and Fresno County by locating a potential river crossing over the San Joaquin River; Fresno-Madera Origin-Destination Study analyzed the origin and destination of the trips between Madera and Fresno on SR 41 and SR 99, and informed the future investment decisions along the corridors; the Blackstone Corridor Transportation and Housing Study identified opportunities and tools to achieve the goal of transforming the corridor to a multi-modal, mixed-use, transit supportive and livable place; Golden State Corridor Economic Development Infrastructure Improvements study aims to revitalize the Golden State corridor through planning, engineering, and design that leads to infrastructure improvement; State Route 198 Corridor Preservation and Improvement Strategic Plan looked at the travel demand on SR 198, a major east-west link among Kings, Tulare and Fresno County; San Joaquin I-5/SR 99 Goods Movement Corridor Study identified critical freight improvement projects to improve the goods movement along the corridors; SR 180 Western Extension Corridor Study considered the future route alignment that would serve the mobility needs for the western County. All the above corridor studies citied in the RTP are still relevant and applicable to the conditions in the region. Reports of all the above studies are available online or by request.

Government Code 65080 (b)(1) states that "transportation planning agencies with populations that exceed 200,000 persons **may** quantify a set of indicators". Fresno COG has implemented many indicator analyses throughout the 2018 RTP/SCS:

- ✓ Measure of mobility: Chapter 3 SCS page 3-12: VMT; Appendix F, page 13/14: congestion speed; Appendix I, item 8: Performance Indicators - transportation mobility accessibility and reliability indictors
- ✓ Measure of means of travel: Appendix I, item 8: Performance Indicators- active transportation and transit travel indictors, transit productivity, commute travel mode share, non-commute mode share; Chapter 3 SCS page 3-11 Active Transportation and Transit Travel

- ✓ Measure of safety and security: Chapter 8 Transportation Performance Management, page 8-5~9: fatalities and serious injuries; Appendix F, page 35, Fresno County Collision Data
- ✓ Measure of equity and accessibility: Chapter 3 SCS page 3-12, Environmental Justice (EJ) accessibility indicators; Appendix I, item 8: Performance Indicators- social equity indicators; Chapter 7 Environmental Justice, page7-14~17; Appendix H Environmental Justice Report, page 17-30, Measuring the Benefits and Burdens

Fresno COG is working with the State and its local government members on the roadway and bridge condition performance measurement as required by MAP 21 (Moving Ahead for Progress in the 21st Century Act), which is expected to be included in the 2022 RTP/SCS.

Response 1.3:

The limits of current transportations systems and infrastructure are discussed in Section 4.5 of the RTP. Identified needs and issues related to rural services are specifically addressed on pages 4-48 and 4-49. Under California's Mills-Alquist-Deddeh Act (1971) (PUC §99268.3), also known as the Transportation Development Act (TDA), public transit routes are required to meet a farebox recovery ratio of 10 percent in the rural areas and 20 percent in the urban areas to qualify for the operations funding that the law provides. Ridership should at least be commensurate with the farebox recovery requirement so that public transit is not 100 percent subsidized. Although Fresno County Rural Transit Authority (FCRTA) makes a good faith effort to meet the needs of the general public in unincorporated and incorporated communities, it is not possible to provide service to 100 percent of the general population in need of public transportation. The operating cost to provide such service is outside the limits of ***meeting*** the farebox requirement and therefore not reasonable to meet. FCRTA has demonstrated *good* faith efforts on multiple projects without success, as discussed on pages 4-38 through 4-40. The following demonstration projects in the communities of Biola, South Sierra (Pinehurst, Miramonte, Dunlap, Squaw Valley, Fresno), West Park, Lanare and the Juvenile Justice Project located in southwest Fresno County were all projects that did not go past the demonstration period for public transit for farebox and ridership requirements. Public transit systems are tasked with providing safe and efficient service to the general public; however, it is not required that transit operators forego California TDA regulations and requirements to do so. Fresno COG and FCRTA understand there are transportation needs outside of public transit, and FCRTA is in the process of implementing an infrastructure planning grant to study such issues.

The Metropolitan Planning Organization (MPO) and all transit operators are aware that there are individuals who lack access to transit service, experience infrequent service, are without weekend or evening service or other indicia of access. We have been providing documentation throughout the year to address these issues. These documents include but are not limited to: the annual productivity evaluation, annual unmet needs hearings, and the operations program and budget for social service transportation. In addition, there is also an urban and rural short-range transit plan that is updated and

completed every two years. Fresno COG is in the process of developing the first Regional Long-Range Transit Plan for both urban and rural areas, and community-based shared mobility service is being explored as a strategy to address transportation needs that can't be met by traditional public transit.

The California Transportation Commission's Regional Transportation Plan Guidelines require MPOs and Regional Transportation Planning Agencies (RTPA) to discuss regional pedestrian and bicycle needs in their RTPs. As mentioned in Response 1.2, Fresno COG produced an extensive analysis of pedestrian- and bicyclist needs in Fresno County in the Transportation Needs Assessment Study which is discussed in depth on page 4-69 of the 2018 RTP. Fresno COG also developed a Regional Active Transportation Plan, discussed on pages 4-67 and 4-68, in which obstacles to active transportation in rural areas are discussed. Safety information for bicyclists and pedestrians is discussed in the 2018 RTP in Chapter 8 - Transportation Performance Management and bike and pedestrian fatalities and serious injuries throughout Fresno County, including rural areas, are depicted in Figure 8-4.

Response 1.4:

Government Code § 65080(b)(1)(F) provides that the requirements of that section can be met by utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required. Accordingly, Fresno COG is not required to conduct a new, independent analysis for the RTP. The Unmet Transit Needs (UTN) process is conducted annually to identify public transportation or specialized transportation services that are considered reasonable to meet and/or be documented through Fresno COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded. As such, the UTN process *is* one means to assess actual transit needs. During the 2017 UTN process, Fresno COG reached out to more than 400 contacts notifying individuals and agencies about the opportunity to provide input. The contacts included Tribal organizations, community groups such as Building Healthy Communities, Boys and Men of Color, Centro La Familia, Clinica Sierra Vista, Fresno Interdenominational Refugee Ministries, Leadership Counsel for Justice and Accountability, and many others. Outreach also included State and local service providers that directly serve minority and low-income populations. These include the Fresno County Department of Social Services, Central Valley Regional Center, Fresno-Madera Area Agency on Aging, and Resource for Independence Central Valley. Fresno COG expanded the 2018 UTN process. Beginning in February 2018, the UTN meeting schedule was publicized in two of Fresno COG's "Coming Up at Fresno COG" e-newsletters; via public notices published in the Fresno Bee and Vida En El Valle newspapers; through Fresno Metro Ministries' e-news to 2,000 public and community agencies and; with request-for-comments letters, in English and Spanish, mailed out to 380 contacts. In addition to the mail outs, Fresno COG increased the number of outreach meetings from three in 2017 to eight in 2018, with half of those occurring in the rural areas (two on the west side of Fresno County and two on the east side). Public comments regarding potential transit needs, as well as the operators' responses, were analyzed as part of the UTN process as set forth on pages 30-37 of the 2018 Unmet Needs Report. As a result of the 2018 UTN process and during the RTP public

outreach there were 83 comments related to transit needs, however this resulted in no unmet transit needs that are reasonable to meet similar to the 2017 findings.

The UTN process gives Fresno COG an annual look at potential transit needs. During the 2017 UTN, California Rural Legal Assistance (CRLA) commented about an unmet need in the community of West Park. As a result of this comment FCRTA was able to adequately address this potential unmet need and worked with the residents of West Park to implement a demonstration project in West Park. The demonstration project did not continue beyond the 6-month demonstration period because it failed to meet the farebox and ridership requirements. In addition to the UTN process, Fresno COG also conducts a productivity evaluation of all the public transit services operating in Fresno County. The productivity evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act funds and to recommend potential productivity improvements. The California Public Utilities Code 99244 requires that "Each transportation planning agency shall annually identify, analyze and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles within the area under its jurisdiction." The productivity evaluation assesses the following agencies:

1. Fresno Area Express (FAX) and Handy Ride
2. Clovis Stageline and Roundup
3. Fresno County Rural Transit Agency (FCRTA)
4. Consolidated Transportation Services Agencies (CTSA) for the Metropolitan and Rural Areas

This ensures that the Local Transportation funding (LTF) available is being utilized to its fullest extent. The Annual Productivity Evaluation can be viewed on the Fresno COG website under Public Transit Planning. Fresno COG also prepares short-range transit plans for both the rural and urban areas. These processes, in partnership with the RTP outreach, are sufficient in identifying and determining transit needs in the Fresno County region.

Unmet needs findings have occasionally resulted in startup demonstrations for new public transit routes. Continuing a new route is determined by the farebox requirement being met, which is beyond the transit operators' control. The demonstration projects in the communities of Biola, South Sierra (Pinehurst, Miramonte, Dunlap, Squaw Valley, Fresno), West Park, Lanare and the Juvenile Justice Project located in southwest Fresno County were all projects that did not go past the demonstration period because of public transit for farebox and ridership requirements. The unmet transit needs assessments have proven to be adequate in determining whether unmet needs can and should be implemented based on farebox and ridership regulations especially when identifying needs and implementing services to those residents in unincorporated communities. Public transit systems are tasked with providing safe and efficient service to the general public; however, it is not required that transit operators forego California TDA regulations and requirements to do so.

As long as public transit operators are mandated to comply with TDA requirements, Article 4 Section 99268.4, to access operational funds, expanding beyond existing lifeline services (Monday through Friday 7 a.m.-6 p.m.) for rural communities to evening and weekend services would jeopardize the existing lifeline services. Costs for such expansion would exceed "reasonable to meet" requirements. There are reports and analysis/documents throughout the year such as the Annual Productivity Evaluation, the Urban and Rural Operations Program and Budget (OPB) and Triennial Performance Audit that assess and provide the status of existing needs that have been mostly unreasonable to meet. These documents are all available on the Fresno COG website under Public Transit Planning. As the commenter noted, sometimes "traditional transit systems do not meet the transportation needs of small rural communities" as those needs present specialized, non-public transit challenges. For example, recreational non-lifeline services and evening/ weekend services are costly because of limited ridership and costs associated in providing these services. However, there are efforts under way as mentioned in the responses under I c. to address these general transit needs outside the scope of the farebox regulations and TDA requirements

Response 1.5:

Title VI of the Civil Rights Act of 1964 prohibits recipients of Federal financial assistance (such as MPOs like Fresno COG) from discriminating on the basis of race, color, or national origin in their programs or activities. Environmental Justice Executive Order (EO) 12898 amplifies Title VI by providing that "each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations." In accordance with Title VI and EO 12898, one of the main principles Fresno COG uses in considering environmental justice is to "avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations." In achieving that principle, Fresno COG provided for meaningful involvement of low-income and minority populations, effectively engaging environmental justice populations in RTP Public Outreach activities that informed and affected RTP policies, programs, activities and final decisions. These EJ populations and a wide range of stakeholders were actively involved in the RTP/SCS' development through the following mechanisms:

The RTP Roundtable supported Fresno COG staff and its standing committees in preparing the 2018 RTP/SCS. Members considered issues for RTP/SCS development, provided comments and community-based consensus, reviewed and approved several key RTP required elements, procedures and structures. The Roundtable comprised 30 seats – 12 held by member agency staff, 15 seats open to a variety of stakeholder groups and three "at large" seats. The RTP Roundtable members participated in 13 monthly meetings between October 2016 and January 2018, guiding RTP/SCS development and acting in an advisory capacity to Fresno COG's Policy Board.

The Environmental Justice Advisory Committee assisted Fresno COG staff in setting thresholds for environmental justice (EJ) populations for the Environmental Justice Report within the 2018 Regional

Transportation Plan. The subcommittee reported all advisory actions to Fresno COG's Transportation Technical Committee (TTC) through an EJ representative. The TTC's recommendations are referred to the Policy Advisory Committee (PAC) and Fresno COG Policy Board as needed. The committee also reported to the RTP Roundtable through the EJ Committee chair, who held a seat on the Roundtable. The subcommittee has 11 positions to provide full, diverse and equitable representation from designated EJ populations.

Community Organization Partnerships implemented RTP Mini Grant public involvement programs from March – October 2017. Seven $5,000 "mini grants" were given to community-based organizations to assist Fresno COG staff in soliciting ongoing public input for key activities associated with the 2018 RTP/SCS. This extraordinary effort was developed to ensure that Fresno County residents, regardless of race, income, color or national origin had equal access to the information being developed for the SCS and ample opportunity to understand and provide meaningful input throughout the planning process. Fresno COG staff exerted extra effort to engage underserved communities that are traditionally hard to reach.

Staff held **16 community workshops** involving and engaging 663 workshop attendees and 555 online participants, who submitted 1,218 suggestions for transportation needs within communities across Fresno County. Eighty-four percent of those who participated were non-white. All of the transportation need suggestions were forwarded to the local agencies serving their area (city/county), while all active transportation needs were forwarded to Active Transportation Plan (ATP) staff and consultants developing the ATP, and all transit suggestions were forwarded to transit providers for use in the Unmet Transit Needs process.

In fall 2017 Fresno COG staff and mini-grant agencies hosted **20 informational booths** at community events throughout the county, made eleven presentations to community organization members and groups, involving them in the SCS preference process. In total, 78 percent of the community members we spoke with and engaged in the SCS process were non-white, while more than 48 percent of them reported a household income below the countywide median income level of $45,563. Using bilingual visuals and detailed descriptions of different growth scenarios, staff walked participants through each scenario pointing out differences between them and answering questions about each one. Each outreach strategy provided opportunity for participants to complete a scenario selection card.

Online, interactive surveys, for scenario review and selection in English and Spanish, easily accessible via smart phone or computer were also available to all community members.

With help from Fresno COG's RTP mini-grants, staff collected 1,339 completed scenario preference surveys from outreach events, online participation and staff presentations. Responses were received from residents living in 29 towns and cities, covering 50 zip codes throughout the Fresno County region.

A scenario-preference summary report was presented to the RTP Roundtable, Fresno COG's TTC, PAC and Policy Board prior to preferred-scenario selection. The summary report included scenario selection breakdowns by event type, by city/town, by zip code and a summary of comments supporting why participants preferred scenarios they selected. Staff also posted all results and comments to www.fresnocog.org for public review.

In addition, a dedicated website was developed in English and Spanish for access to RTP/SCS information at www.yourvision2042.com. Videos in English and Spanish explaining the SCS process were created and posted online. Website links to RTP/SCS information, RTP Roundtable meetings and upcoming agendas were made available through Fresno COG's website and a variety of email communications throughout the process. RTP Fact sheet flyers developed in English and Spanish were handed out at each community event, presentation, standing committee meetings and via all of the mini grant groups.

Response 1.6:

On October 25, 2017 the RTP Roundtable was asked to make an advisory recommendation to the Fresno COG Policy Board on a preferred SCS scenario. At that time, public involvement activities had been actively operating since September 20, 2017, with 27 of the informational booth events and presentations completed, leaving five events at which community members could weigh-in on their scenario preference. It was Fresno COG's intention to implement a public involvement program that was as inclusive as possible. Therefore, when community events or presentations were requested for dates after October 25 but well before the Fresno COG Policy Board chose a preferred growth scenario, staff accommodated the requests.

On October 25 when the RTP Roundtable provided its advisory recommendation to Fresno COG's Board and committees, surveys from the online effort and the 27 events had been processed and summarized, with results reported to the RTP Roundtable.

Public Outreach Survey Results

Fresno COG received 1,339 SCS Survey Preference Surveys from the public during the Fall 2017 public involvement effort. The results are listed by percentage of vote received as follows:

Scenario A - 28%
Scenario B - 33.9%
Scenario C - 17.4%
Scenario D - 20.6%

Specific details regarding the Fall 2017 outreach efforts, polling results and breakdown of participant demographics is available in RTP Chapter 6 regarding public participation.

The polling data and results were forwarded to the RTP Roundtable, Transportation Technical Committee, Policy Advisory Committee and Policy Board for meaningful consideration prior to their selections of a preferred scenario. The information was also posted to the Fresno COG website and is included in RTP Appendix G. The committees and board considered the public's input as evidenced by open meeting discussions regarding scenario benefits during each of their meetings. But, overall Scenario D was chosen as the Preferred SCS Scenario by each voting body. The reasons cited for this selection include the following:

- ✓ Implementation of Scenario B required about 20% of job and housing growth be removed from the small–cities and the County areas and be placed in the Fresno-Clovis Metropolitan area. The implication of Scenario B is that the small cities and the unincorporated communities in the County would have higher unemployment and lose the tax bases from housing development.
- ✓ Scenario C took 5% of the Metropolitan area's job and housing growth and placed them in the small cities and the County areas, which would result in more farmland consumption and more long distance traveling thus highest VMT and GHG emission. Scenario C does not meet the greenhouse gas reduction targets.
- ✓ Scenario B and C are not consistent with the demographic projections in the local governments' approved General Plans.
- ✓ Scenario A and D have the same land use assumptions. However, Scenario D has a couple of capacity-increasing gap projects that close the gap for the people living in the foothill areas when traveling into town. In other words, because of these projects, people living the foothill areas would shorten their travel distance when they come into town. These projects were not included in scenario A. Due to this reason, Scenario D produces slightly less VMT than Scenario A.

Response 1.7:

Chapter 6: Public Participation provides a summary of the types of public outreach conducted and the audience it effectively engaged in comparison with outreach goals. The result of the public participation process was added to RTP Chapter 3: Sustainable Communities Strategy as follows:

Public Outreach Survey Results
Fresno COG received 1,339 SCS Survey Preference Surveys from the public during the Fall 2017 public involvement effort. The results are listed by percentage of vote received as follows:

Scenario A - 28%
Scenario B - 33.9%
Scenario C - 17.4%
Scenario D - 20.6%

Specific details regarding the Fall 2017 outreach efforts, polling results and breakdown of participant demographics is available in RTP Chapter 6 regarding public participation.

The polling data and results were forwarded to the RTP Roundtable, Transportation Technical Committee, Policy Advisory Committee and Policy Board for meaningful consideration prior to their selections of a preferred scenario. The information was also posted to the Fresno COG website and is included in RTP Appendix G. The committees and board considered the public's input as evidenced by open meeting discussions regarding scenario benefits during each of their meetings. But, overall Scenario D was chosen as the Preferred SCS Scenario by each voting body. The reasons cited for this selection include the following:

- ✓ Implementation of Scenario B required about 20% of job and housing growth be removed from the small–cities and the County areas and be placed in the Fresno-Clovis Metropolitan area. The implication of Scenario B is that the small cities and the unincorporated communities in the County would have higher unemployment and lose the tax bases from housing development.
- ✓ Scenario C took 5% of the Metropolitan area's job and housing growth and placed them in the small cities and the County areas, which would result in more farmland consumption and more long distance traveling thus highest VMT and GHG emission. Scenario C does not meet the greenhouse gas reduction targets.
- ✓ Scenario B and C are not consistent with the demographic projections in the local governments' approved General Plans.
- ✓ Scenario A and D have the same land use assumptions. However, Scenario D has a couple of capacity-increasing gap projects that close the gap for the people living in the foothill areas when traveling into town. In other words, because of these projects, people living the foothill areas would shorten their travel distance when they come into town. These projects were not included in scenario A. Due to this reason, Scenario D produces slightly less VMT than Scenario A

In addition, the 2018 RTP/SCS Scenario Outreach Ballot Results, which indicate the public preference, is included in Appendix G – Public Participation: Reference Materials of the RTP on page 277, and also is available on the Fresno COG website in connection with the RTP at: **https://www.fresnocog.org/wp-content/uploads/publications/RTP/2018_RTP/Public_Outreach/Fall_Outreach_files/2018_SCS_Outreach_summary_final.pdf.**

The Policy Board is the ultimate decision maker at Fresno COG. Chapter 6 presented an extensive and robust public process that provided the Policy Board abundant and meaningful feedback and recommendation from the public, a widely represented RTP Roundtable, and the standing Transportation Technical Committee and the Policy Advisory Committee about the scenarios. The recommendations from the committees and the feedback from the public were all reported to the Policy Board and were meaningfully discussed and considered by the Policy Board as indicated above. Because all the committee recommendations are advisory, and it is ultimately the Policy Board's sole decision, it is not necessary to

exhaustively list the details of how each committee or the public voted for each of the scenarios in the body of the RTP. However, the information is available in the staff reports connected with the Policy Board's consideration and adoption of the preferred SCS Scenario.

The public that voted for Scenario B specifically indicated on their survey forms that they supported benefits such as active, healthy communities, improved air quality and the reduction of greenhouse gas emissions; less farmland consumed, connections between transportation options, more trails and driving options, less traffic after work as well as convenience. These preferences are prioritized in all of the scenarios as evidenced by Fresno COG's development of scenarios that provide significant reduction in greenhouse gas emissions, vehicle miles travelled, and important farmland consumed. The SCS scenario demonstrates the region's commitment to transportation and housing options, climate change, healthy community, transit oriented development, improvement of air quality, and other important regional priorities. Evidence of the SCS addressing such priority values can be found on page 3-11 and throughout the entire SCS chapter. Therefore, Fresno COG does not agree with the statement that the public's preferences for innovative land use planning that emphasized GHG reduction, high-density development, and transit-oriented growth were disregarded.

Response 1.8:

The RTP Checklist (Appendix A of the RTP/SCS) refers to the requirements of California Government Code §65080 in multiple locations. California Government Code §65080 (B) is addressed in item No. 4 on the RTP Checklist, whereas the reference to pages 1-3 the comment mentions is under item No. 3 on the RTP Checklist, which asks, "Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code §65080?" Pages 1-3 are identified in the RTP Checklist for item No. 3 because that is where the RTP provides a summary of the issues identified in the policy, action, and financial elements.

California Government Code §65080 (B) is addressed under item No. 4 of the RTP Checklist, which goes into detail about the housing information that is required in the SCS. The information required by California Government Code §65080 (B) is provided within the SCS, as noted in the RTP Checklist. The SCS provides detail on the SCS land-use pattern, including general location of uses in Figure 3-14: 2035 Land use pattern and employment growth density in Figure 3-16: Employment Growth Density per California Government Code §65080 (B)(i) (item 4a in the RTP Checklist). The SCS also provides residential density and projected housing growth and density that accommodates the eight-year projection of the regional housing needs in Figure 3-15: Housing Growth Density per California Government Code §65080 (B)(ii) and §65080 (B)(iii) (item 4b and 4c in the RTP Checklist). The data and modeling assumptions used to develop these projections takes into account net migration, population growth, and household formation, as required by California Government Code §65080 (B)(i).

Comment Letter 2. Leadership Counsel for Justice and Accountability

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY
A Tides Center Project

Safe Routes to School National Partnership CALIFORNIA

CCAC CENTRAL CALIFORNIA ASTHMA COLLABORATIVE

June 1, 2018

Kristine Cai
Planning Director
Fresno County Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Re: Draft 2018 Regional Transportation Plan

Dear Ms. Cai,

Thank you for the opportunity to comment on the Draft 2018 Regional Transportation Plan for Fresno County. We commend the Fresno Council of Governments (Fresno COG) for the significant time and resources it has spent to date on the public process for the development the 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). Leadership Counsel has been engaged in this process from the beginning and has helped ensure that environmental justice and disadvantaged communities have the opportunity meaningfully engage. Through these comments and our continued participation in this RTP/SCS update process, Leadership Counsel aims to ensure that Fresno COG explicitly considers input received by residents and representatives of disadvantaged communities and that the final RTP/SCS plans for an integrated and comprehensive multi-modal transportation system that affirmatively addresses the disparate adverse conditions impacting disadvantaged communities as required by state and federal law.

2.1

Fresno COG has made substantial strides in developing a more inclusive public process, new project evaluation criteria intended to benefit the County's communities most in need of transportation infrastructure, and policies to better suit the needs of environmental justice communities. However, the Draft falls short of legal mandates and guidance that require that Fresno COG "to explicitly consider" the public input, including input provided by residents of

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A Tides Center Project

disadvantaged communities, and to advance access to critical infrastructure and services in low-income communities, communities of color, and immigrant communities which have been denied these services in the past. In addition, the Draft fails to incorporate and take advantage of recommendations contained in CalTrans 2017 RTP Guidelines ("Guidelines") intended to ensure that RTP/SCS fulfills its potential to facilitate sustainable development, advance the state housing goals, promote public health, and address the needs of disadvantaged communities and protected populations.

Fresno COG must revise the Draft to address these shortcomings, including in particular by planning for the transportation needs of disadvantaged communities and environmental justice communities. This letter below provides additional detail about the Draft's deficiencies and recommendations regarding revisions which would ensure that the final RTP/SCS complies with applicable state and federal mandates and advances transportation access for the communities and populations with the greatest need.

2.1 Cont.

I. The Draft RTP Fails to Serve as a "Comprehensive" Planning Document That Will Lead to an "Integrated" Transportation Network & Fails to Include Action to Affirmatively Overcome Past & Present Discriminatory Practices As Required by Law

Federal law requires the metropolitan planning process to be "continuous, cooperative, and comprehensive," and "include strategies and actions that lead to the development of an integrated multimodal transportation system." 23 CFR §450.350(b), 23 CFR 450.324(b). However, the Draft RTP fails to address the transportation needs of rural communities as identified during the public process; stipulates unreasonably long timelines for completion of projects benefiting disadvantaged communities; lacks an adequate analysis of the impact of projects on environmental justice communities, and does not include effective planning for transportation that complements availability of affordable housing. By failing to invest in the needs of rural areas and disadvantaged communities in a timely manner that ensures their connection to the regional system and failing to properly analyze the plan's allocation of benefits to protected classes, inadequately investing in rural areas and not ensuring their connectivity to the rest of the transportation system, the Draft RTP/SCS does not satisfy the requirement that Fresno COG plan for an "integrated" or "comprehensive" multi-modal system.

2.2

Furthermore, federal and state civil rights law requires Fresno COG to ensure that its does not discriminate against protected classes, either intentionally or in effect. 42 USC § 2000d, 49 CFR § 21.5(b)(2); Gov. Code §§ 11135. Where present or prior discriminatory practices or patterns result in inferior access to services, MPOs must take action to overcome the persisting effects of those practices or patterns. 49 U.S.C. § 21.5(b)(7). Many disadvantaged communities within Fresno COG's jurisdiction are disproportionately comprised of people of color and immigrants and also lack access to basic public and private investments, including transportation investments such as sidewalks, streetlights, and stormwater drainage, as a result, at least in part, of discriminatory practices. However, the RTP not only fails to include projects which will

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affirmatively address these discriminatory practices but entrenches historic discrimination by failing to include most of the projects identified by residents as critical to addressing the needs of disadvantaged communities.

We recommend the following revisions to the Draft RTP to ensure that the 2018 RTP complies with Fresno COG's obligations to create a "comprehensive" and "integrated" plan that makes strides to reverse existing inequities impacting protected classes and low-income communities of color in Fresno County.

2.2 Cont.

1. **Fresno COG Must Not Disregard Projects Identified By the Public to Meet the Needs of Disadvantaged Communities**

Fresno COG created a process in which local jurisdictions submit projects for funding through the RTP, and Fresno COG. As a result of this process, almost all projects proposed during the public engagement process by residents, including in particular residents of color and immigrants and members of disadvantaged communities, were excluded from the Draft RTP. For instance, numerous projects proposed by residents of the rural disadvantaged unincorporated communities of Lanare, Cantua Creek, El Porvenir, and Tombstone Territory for essential pedestrian and bicycle infrastructure, public transit and road improvements were excluded. These neighborhoods, which are disproportionately comprised of people of color and which are environmental justice communities, have seen little if any transportation investment in their history.

A recipient of federal funding may not "utilize criteria or *methods of administration* which have *the effect of* subjecting persons to discrimination because of their race, color, or national origin." 49 CFR § 21.5(b)(2); See also Gov. Code § 11135. Fresno COG's chosen method of selecting projects of allowing local jurisdictions to select which projects are ultimately included in the RTP resulted in the near categorical exclusion of projects proposed by residents to benefit communities disproportionately comprised of protected classes and therefore has an unlawful effect of denying transportation improvements based on residents' inclusion in a protected class.

2.3

In addition, by allowing jurisdictions to eliminate projects proposed by residents during the public participation process with no analysis by Fresno COG, Fresno COG effectively ignores that input. Fresno COG's methodology therefore conflicts with the federal requirement that the COG "explicitly consider" input provided by the public and the criteria identified by the Department of Transportation to assess COGs' Title VI compliance. 23 CFR § 450.316(a)(1)(vi); DOT, FHA, Title VI Requirements in Metropolitan and Statewide Planning[1] (providing that DOT will consider the mechanisms in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered).

[1] Available at https://www.fhwa.dot.gov/environment/environmental_justice/legislation/ej-10-7.cfm

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To satisfy the COG's civil rights and public participation obligations, Fresno COG must select an alternative methodology which does not result in the exclusion of projects designed to benefit communities of color and immigrant communities without analysis and revise its project list accordingly.

We recommend that the COG revise its methodology that it uses to determine the RTP/SCS project list to include an independent analysis of each project proposed by the public and to include a set aside requirement. Fresno COG should also add a policy to the Policy Element stating that no public dollars can be used to subsidize new growth at the expense of disadvantaged communities.

2.3 Cont.

2. Revise Project Timelines to Eliminate Delay and Frontload Project Benefiting Disadvantaged Communities

Federal Transportation Administration Circular 4703.1 identifies three guiding environmental justice principles which COG's must incorporate and transportation decision-making process and environmental review documents. The third principles requires COG's and other agencies "prevent the *denial of, reduction in, or significant delay* in the receipt of benefits by minority and low-income populations." Emphasis added.

In conflict with this requirement, the few projects that the RTP does include to address the needs of disadvantaged communities and environmental justice communities are not scheduled for implementation until years and even decades into the planning period. For example, the Draft includes a sidewalk requested by residents of Lanare along Mt. Whitney Avenue -- a road with high velocity traffic that lacks active transportation infrastructure but which pedestrians from the disadvantaged community rely on to travel between homes, the community center, and a small store -- but schedules it for completion only in 2050. Other projects in more affluent areas are scheduled for much earlier completion. This includes a project to install new bike lanes in Clovis as early as 2022 and many road expansion projects.

2.4

Fresno COG must revise the timelines for projects identified to meet the needs of people and communities of color and immigrant communities to ensure timely completion early in the planning period. In addition, many of the projects requested by residents in the RTP workshops to address the needs of disadvantaged communities are small and inexpensive, and their impact on public safety is much more critical than other projects slated for more immediate construction. Fresno COG should especially prioritize projects proposed during the public process that would address public health and safety risks associated with absent or deficient infrastructure in DUCs consistent with Fresno COG's duty to not to discriminate in the allocation of transportation benefits and to take affirmative actions to remove disparate adverse conditions impacting protected classes. See e.g., 49 CFR §§ 21.5(b)(1)(ii)&(iv); 21.5(b)(3); 21.5(b)(7); Gov. Code § 11135.

3. Conduct a Disadvantaged Communities Needs Assessment

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The Transportation Needs Assessment program incorporated into the 2014 RTP was passed by Fresno COG to analyze transportation needs of disadvantaged communities and rural communities in the County. Instead, it only analyzed the gaps in transportation between cities in the County, leaving out many isolated and disadvantaged rural communities with significant transportation needs. Without an analysis of the needs of unincorporated communities within the county, the Transportation Needs Assessment ("TNA") did not fulfill its purpose to serve as a tool for evaluating which projects are needed to meet the needs of communities that lack critical transportation infrastructure throughout the region. The Draft 2018 RTP does but not but should include a similar program which would ensure that Fresno COG completes an analysis that includes residents' transportation needs in unincorporated Fresno County.

Disadvantaged communities of color, particularly in rural areas of Fresno County, suffer from absent and severely inadequate roads, sidewalks, and public transit as compared to more affluent areas of the County with smaller populations of people of color. Thus, the incorporation of a TNA with an explicit focus on disadvantaged unincorporated communities would assist Fresno COG in fulfilling its duty to ensure that the RTP plans for a "comprehensive" and "integrated" regional transportation network, which includes the needs of rural and unincorporated communities, and to identify appropriate actions necessary to overcome the effects of the disproportionate denial of infrastructure and services to communities of color and immigrant communities in the region. See 23 CFR §§ 450.300; 450.305(b); 49 CFR 21.5(b)(7). Its inclusion is also consistent with the CalTrans Guidelines which describes consideration of rural communities a "key element" of the transportation planning process. p. 153.

2.5

We recommend that Fresno COG conduct a Disadvantaged Communities Needs Assessment in the next two years by including this in the Environmental Justice policies and adding an action item with funding to the Action Element. The assessment process would include targeted workshops with in disadvantaged communities and regional workshops to identify the transportation projects needed to connect them to critical resources and services, such as health centers, grocery stores, educational centers. The results from this process would form the basis of the needs assessment for future RTP rounds, which would in turn serve as the basis for the Project Evaluation Criteria and the Environmental Justice analysis for the 2022 RTP. The Sustainable Infrastructure Grants Program should be expanded with existing and future funding sources to fund projects identified by the Disadvantaged Communities Needs Assessment.

4. Expand the Sustainable Infrastructure Grant program

2.6

In addition to applying for federal and state funding for the projects that disadvantaged communities identified as necessary for meeting their needs, Fresno COG should also expand the Sustainable Infrastructure Grants program in order to comply with its obligation to "overcome the effect of" disparate impacts on protected groups. Fresno COG created the Sustainable Infrastructure Grants program through the 2014 RTP, shaped the program over the last four years to be a planning grants program using SB 1 planning funds, and this year Fresno COG selected

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several rural transit planning projects for funding. This is a successful model of a program that prioritizes dedicating dollars to projects benefiting disadvantaged communities, and should be expanded to incentivize local agencies plan other types of transportation projects that benefit disadvantaged communities, such as active transportation infrastructure and road improvements. 2.6 Cont.

5. Identify housing for all segments of the population, and ensure that jurisdictions are implementing affordable housing programs before allocating funding to projects

Fresno COG must include more programs to incentivize local agencies to invest in affordable housing to fulfill their federal affordable housing requirements. Fresno COG's housing obligations in its SCS extend beyond identification of RHNA requirements; as specified in state law, an SCS must "identify areas within the region sufficient to house all the population of the region...including all economic segments of the population, over the course of the planning period of the regional transportation plan," "identify areas within the region sufficient to house an eight-year projection of the regional housing need," and "consider the state housing goals" including a suitable living environment for all economic segments of the population including farmworkers. Gov. Code § 65080(b)(2)(B). 2.7

In order to comply with these obligation, Fresno COG must do more thorough planning for how it will meet affordable housing needs in the region. It should also encourage compliance with federal fair housing requirements by ensuring that local agencies are effectively implementing their affordable housing programs before allocating funding to projects proposed by local agencies. We explore additional potential incentivization programs obligations more below.

6. In the Action Element, Fresno COG should add a commitment to developing a projects map for the 2022 RTP

We are encouraged to see the addition of a commitment in the Action Element to developing an activity-based model by 2018. This will be crucial for a more accurate model to measure impact of the RTP on environmental justice communities. Existing modeling limitations this round made accurate modeling of impacts on EJ communities incomplete and inaccurate. An activity based model will be able to better predict movement of individuals between areas in the County (not just within TAZs) and how transportation infrastructure will facilitate or impede that movement. 2.8

Another tool that will be critical for conducting an effective EJ analysis will be a projects map to superimpose the map of project locations over a map of existing EJ communities. This was asked for in 2014, and advocates were told that such a map would be prepared for this 2018 RTP round. Since this was not finished this round, we ask that Fresno COG include an explicit, funded and prioritized commitment to develop a projects map for the 2022 RTP.

7. Support rural smart growth throughout the document 2.9

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Fresno COG should implement effective policies for rural smart growth to comply with its obligation to address current disparities in transportation investment. DOT Title VI Regulations 49 CFR 21.5(b)(7). Such a policy would also preserve farmland and reduce GHG emissions. In order to comply with law requiring the RTP to be an "internally consistent" document, Fresno COG should integrate rural smart growth throughout the document, including in the Policy Element, Action Element, Growth Scenario, and other chapters. Gov. Code § 65080(b). We would gladly work with Fresno COG to shape this language.

2.9 Cont.

II. Recommended Changes to the Policy Element

A. We commend Fresno COG on inclusion of an Environmental Justice policy

We appreciate Fresno COG staff and stakeholders from the public on the RTP Roundtable working with us and other environmental justice (EJ) advocates to include more commitments to investing in and protecting the health of environmental justice communities in its Policy Element. While we were not able to collectively include an explicit commitment to ensuring equitable investment, this is a step towards that goal.

2.10

B. The EJ goal in the Policy Element must be accompanied by "pragmatic," "action-oriented" policies that will effectuate equitable treatment of environmental justice communities in the "short term and long term."

State law requires that the RTP be "*action-oriented* and *pragmatic*, considering both the *short-term and long-term future*, and shall present *clear, concise policy guidance* to local and state officials." Gov. Code § 65080. Furthermore, the Policy Element must include "*pragmatic* objectives and policy statements." Gov. Code § 65080(a).

While the new Environmental Justice goal in the Policy Element outlines some general policies for serving the needs of environmental justice groups, several of the policies listed are vague. The wording of these policies should be strengthened so that they constitute "pragmatic," "action-oriented policies" that serve all segments of the population in both the "short term and long term." For example, the policy regarding alignment with Title VI and Environmental Justice obligations should be reworded to state: "Ensure equitable distribution of benefits and burdens of transportation projects in alignment with Fresno COG's Title VI and Environmental Justice obligations through timely implementation of projects identified in needs assessments and requested by disadvantaged communities and environmental justice communities during the public participation process." Policies under this goal should also include a clear commitment to "Prioritize planning for rural smart growth and projects that benefit disadvantaged communities and Environmental Justice communities via creation of project evaluation criteria and provision of funding to incentivize such projects." This link to the project evaluation criteria, which did include many points for projects benefiting disadvantaged communities, complies with the requirement that the RTP be an "internally consistent document." Gov. Code § 65080(b). Currently, the document lacks internal consistency. Such a link to the project evaluation criteria,

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along with inclusion of a commitment to provide funding to incentivize such projects in the Action Element, would start to comply with Fresno COG's obligation to create an "internally consistent" document.

C. Promote integrated land use and transportation planning within the SB 375 goal, particularly the availability of affordable homes near jobs

We appreciate that the current policy element highlights the importance of partnering with local agencies to promote the integration of land use and transportation. Integrating these can best achieve climate reduction and air quality goals; improve equitable access to jobs, housing, and services; conserve habitat, farmland and other open space; and maximize the benefits of good regional planning. The benefits of this integration are at the heart of Sustainable Communities Strategies and SB 375. We therefore suggest these edits:

- "Goal: A regional transportation and land use network consistent with the intent of SB 375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008)."
- "Objective: Development of a regional transportation network which is environmentally sensitive, fosters sustainable regional growth, and helps reduce greenhouse gas emissions wherever possible."

2.12

While we recognize that Fresno COG lacks land use authority and cannot achieve this goal on its own, as this Policy Element notes elsewhere, it can communicate with its member jurisdictions and align the actions that it does take with that purpose.

One key land use issue that Fresno COG and its member jurisdictions will address in the Regional Housing Needs Allocation and associated Housing Elements is the distribution of affordable housing. When jobs and homes are located close to one another, commutes are short. A lack of affordable homes in job-rich locations can spur long commutes. (One study of the Bay Area found that a lack of affordable homes there is *quadrupling* some workers' commutes.) We would encourage that a policy on this topic be added to the SB 375 Goal, such as "Educate member jurisdictions and other stakeholders about the benefits of a good match between the number of jobs, and those jobs' wages, with the availability and affordability of homes ("jobs-housing fit") in reducing commute lengths and saving money for households. Identify areas where the fit is poor, especially job-rich areas that lack affordable homes, and use the Regional Housing Needs Assessment process to prioritize housing growth in those areas."

D. Recognize that roadway expansion induces more driving demand and prioritize more effective strategies that not only reduce congestion but better meet air quality and climate goals

2.13

Under "Highway, Streets, and Roads Goals," we appreciate that you removed Level of Service, an out-of-date concept. However, this section continues to imply that the goal is to reduce congestion rather than to make it easy and convenient for people to drive less. It also implies that

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roadway development can alleviate congestion. However, research has found that expanding roadway capacity expansion is counterproductive. It fails to alleviate congestion and leads to both short- and long-term increases in vehicle miles traveled and associated air pollution. "A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run."[2] We therefore suggest that you add a policy that reads: "Except where needed to serve existing communities that currently lack paved road networks, limit roadway expansion and instead prioritize alternative solutions to reduce congestion by promoting alternatives to single-occupancy driving, including public transit, telecommuting, car- and van-pooling, a better jobs-housing fit, and cycling or walking."

2.13 Cont.

E. Add a policy that focuses on first mile/last mile solutions

We applaud the goal to develop "an integrated multimodal transportation system which facilitates the movement of people and goods." We would encourage a policy that focuses attention on "first mile / last mile" solutions. For example, someone might commute from Madera to downtown Fresno via the Amtrak, but they must then travel from downtown Fresno to their job or meeting location. Solutions for this "last mile" might include bikeshare, carshare, enhanced taxi service, employer-run shuttles, or other alternatives.

2.14

The policy might read: "Conduct a study that identifies first-mile last-mile linkages near transit stops and stations throughout the county. Work with local jurisdictions to identify solutions and prioritize these for funding, with a priority on high-volume transit and on transit that serves disadvantaged communities or communities of color."

F. Adopt a ten-year target and identify near-term investments to contribute to Caltrans' statewide goal of tripling biking and doubling walking by 2020.

Related to the active transportation section, Caltrans has set a statewide goal to triple biking and double walking mode shares by 2020 as compared to 2010-2012. We would encourage Fresno COG to adopt the same ten-year target and then identify near-term investments that would achieve this. Given the relatively low rates of walking and biking and plans for infill investment in a number of communities, this target is likely well within reach.

2.15

G. Modify active transportation goal to include a commitment to improving pedestrian- and cyclist-safety infrastructure and to bringing pedestrian and cyclist deaths to zero in ten years (Vision Zero).

We appreciate that Fresno COG wishes to improve bicycle and pedestrian safety, but we would modify that goal as follows: "...through education, enforcement, *and improved infrastructure, with the goal of zero pedestrian and cyclist deaths in ten years ("Vision Zero").*" Policies should

2.16

[2] Handy, Susan. (2015). Increasing Highway Capacity Unlikely to Relieve Traffic Congestion. http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf

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be added to reflect the value of pedestrian- and cyclist-safety infrastructure, such as improved lane striping and protected bike lanes, the installation of stop signs and traffic signals, and traffic calming solutions. Fresno COG could work with local jurisdictions to study and design strategies to improve dangerous streets and intersections. These interventions are particularly important in low-income communities and communities of color, where pedestrian and cyclist injuries are more common. **2.16 Cont.**

II. Recommended Changes to the Action Element

Along with the project list, the Action Element is one of the most critical pieces of the RTP, since it outlines the concrete actions that Fresno COG commits to take in order to implement the policies and priorities outlined in the Policy Element and the SCS. According to the 2017 RTP Guidelines, the Action Element must provide "clear direction" to implement the policies in the Policy Element. p. 114. Therefore, it is critical to include clear actions for implementing the Environmental Justice and Title VI goals from the Policy Element. **2.17**

A. Include timelines for proposed actions in Action Element

We urge Fresno COG to include timelines for all Proposed Actions set out in the proposed section. Without clear timelines, it is not clear when implementation of actions should occur. This lack of "clear direction" could lead to a "significant delay" in benefits from protected groups, amounting to an unlawful disparate impact under federal civil rights law. **2.18**

B. Incorporate EJ and Title VI commitments into Proposed Actions

Fresno COG has made significant strides towards effective implementation of Title VI and addressing environmental justice issues in the 2014 RTP/SCS process, including inclusion of a set of policies in the Policy Element for protecting environmental justice groups and furthering Title VI.

In order to provide "clear direction" for implementation of these policies, Fresno COG must include a paragraph under "Proposed Actions" of section 5.11 saying that it will consider the following initiatives going forward: implementation of its Title VI and Environmental Justice Plan; a qualitative and quantitative Environmental Justice Needs Assessment; the expansion of the Sustainable Infrastructure Planning Grants Program; and a general commitment to furthering Environmental Justice and Title VI goals. **2.19**

C. Include additional language describing actions that will be taken to ensure that transportation planning supports fair housing goals

"Clear direction" must also be provided for implementing Fresno COG's affordable housing obligations. **2.20**

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While Fresno COG does not receive federal funding directly from HUD, it is still subject to the Fair Housing Act (Title VIII of the Civil Rights Act). Under the Fair Housing Act, as recipients of federal funding, Fresno COG and local governments in Fresno County are required by law to act consistently with and further the goals of the Fair Housing Act ("FHA"). They must do so not only in the programs that are federally funded, but in all of their activities. HUD defines jurisdictions' obligation to affirmatively further fair housing under the FHA to mean:
taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

Fresno COG is also subject to requirements under California civil rights laws to avoid any actions or inactions which would contribute to existing patterns of segregation and disparities in access to opportunity based on protected characteristics. These requirements extend to Fresno COG and member jurisdictions' identification and allocation of RHNA sites, as well as planning and investment actions and inactions that cross housing, land use, transportation, and education lines.

In Fresno County, many areas of racially and ethnically concentrated poverty exist. These areas have also received the least public investment, and few, if any, affordable housing opportunities exist for lower-income families in new development and growth areas. Therefore, Fresno COG's RTP/SCS growth scenarios, policies, plans, and actions must expand -- and not restrict -- access to opportunity both within and outside of low- income neighborhoods through clearly defined land use, housing, transportation, and public engagement strategies. Such policies would not only avoid further aggravating current disparities but would also help guide local agencies towards meeting their AFFH obligations. Such inter-agency collaboration goes towards the heart of Title VI and the Civil Rights Act by "promot[ing] economic mobility and equal access to the many benefits provided by affordable housing, great schools, and reliable transportation."

2.20 Cont.

In light of these legal obligations, Fresno COG must provide "clear direction" on how it is going to implement these obligations. We suggest the addition of the following language in the Overview or in the new Transportation Planning to Support Local Housing Needs section:

> Fresno COG seeks to address disparities in transportation access, pursuant to its obligation under Title VI, and to support local agencies' efforts to address housing needs and access to opportunity by coordinating with and providing resources to local agencies conducting land use planning. Fresno COG shall do so by identifying areas of concentrated minority and low-income populations; helping local agencies identify housing needs in the region, particularly in areas of racially and ethnically concentrated poverty and facilitating local governments in developing and implementing strategies to expand affordable housing opportunities outside of lower-income neighborhoods in areas of opportunity and

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new development and growth areas; and identifying, planning for, and funding initiatives to address transportation needs in areas of concentrated minority and low-income populations.

Additionally, we recommend that Fresno COG further detail the actions that it has already taken and plans to take in light of its duty to affirmatively further fair housing.

We are glad to see Fresno COG's support for and implementation of the AHSC, Multi-Jurisdictional Housing Element ("MJHE"), and Measure C programs noted in "Accomplishments" as housing-related activities. These programs may be a step towards affirmatively furthering fair housing if done in a manner that alleviates resource deficits and inequities and expands access to opportunity for disadvantaged communities and protected classes.

To facilitate Fresno COG and member jurisdictions' compliance with their obligations under state and federal civil rights laws, we recommend the addition of commitments to the following action under "Proposed Actions" in section 5.11:

- Allow public participation in and provide public notice of the Countywide Housing Element Technical Committee meetings hosted by Fresno COG, post committee meeting minutes to the Fresno COG website, and annually publish a report documenting the outcomes of committee meetings and activities performed pursuant to MJHE Program 1. Fresno COG currently does not allow the public to attend these meetings or provide meeting minutes to the public. Doing so would create greater transparency in and strengthen Fresno COG and member jurisdictions' efforts to implement MJHE Program 1, which contains the Housing Element's only explicit commitments for jurisdictions to work collaboratively to affirmatively further fair housing.
- Similar to the role played by Fresno COG in facilitating the development of the MJHE, Fresno COG could convene local jurisdictions to facilitate the timely development of local and/or regional Assessments of Fair Housing pursuant to HUD's AFFH Rule.
- Convene jurisdictions to provide information regarding the availability of and eligibility requirements to receive funding for community and specific plans and the development and maintenance of affordable housing pursuant to SB 2. Provide technical support for the development of the allocation plan required of local jurisdictions in a manner consistent with the Valley Blueprint, Roadmap,MJHE, RTP/SCS, and jurisdictions' obligations under state and federal civil rights laws.
- Commitment to require that jurisdictions receiving competitive funding allocations from COG must create and implement Displacement Avoidance and AFFH plans.
- To avoid contributing to existing patterns of concentrated poverty and concentrated racial and ethnic groups, Fresno COG could also work with local agencies to identify areas that are not well served by transit, as well as opportunities to align fair housing goals with planned transportation investments.

2.20 Cont.

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III. Sustainable Communities Scenario

As mentioned above, the SCS must identify areas to sustain the housing needs of all segments of the population over the course of the planning period. Gov. Code § 65080(b)(2)(B)(ii). It is not clear whether this was done in the formation of the SCS, or in the evaluation of the SCS alternatives. When comparing the scenarios, Fresno COG staff modeled housing type, but not the allocation of affordability of housing in each scenario.

The RTP must be an internally consistent document. Therefore, the priorities in the SCS must correspond with the project evaluation criteria, as well as the priorities identified in the Policy Element and the Action Element. The RTP currently lacks coherence, since it is not clear whether the priorities expressed in the SCS, the Policy Element, the project evaluation criteria and the Action Element align. To ensure internal consistency, Fresno COG must explain how projects were selected to comply with both the SCS and the project evaluation criteria, as well as the values expressed in the Policy Element. Since protection of EJ communities is a priority in the Policy Element, Fresno COG must more clearly explain how the projects list changed between the four proposed SCS, and how the alternative projects list impacted EJ communities.

IV. Recommended Changes to the Environmental Justice Report

Fresno COG staff worked diligently with many stakeholders on developing the Environmental Justice chapter. However, this chapter does not fulfill the requirements of the law because it does not accurately reflect the impact of the RTP on EJ versus non-EJ populations.

According to Executive Order 12898, Fresno COG must "identify and address, as appropriate, disproportionately high and adverse human health or environmental effect of its programs, policies, and activities on minority populations." FTA Circular 4703.1 further requires MPOs to incorporate EJ principles into its transportation decision-making process and environmental review documents. The Circular states that MPOs must do three key things: (a) "avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;" (b) "ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;" and (c) "prevent the *denial of, reduction in, or significant delay* in the receipt of benefits by minority and low-income populations." p. 2.

Fresno COG does not accurately "identify...disproportionately high and adverse human health or environmental effect of its programs, policies, and activities on minority populations" because of severe limitations in its methodology for identifying the impact of the RTP projects on EJ communities. While we are glad that COG staff added more indicators to measure housing mix and air quality concerns, the metrics used to measure impact on EJ versus non-EJ communities do not give an accurate picture of actual impacts. Decreased travel time during peak hours, congestion within EJ versus non-EJ TAZs, transit investment effectiveness, and distribution of

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2.21

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transit investments do not successfully show whether the projects in the RTP are meeting the transportation needs of EJ communities. More importantly, since Fresno COG has an obligation to affirmatively overcome prior patterns of disparate impact, Fresno COG must measure whether the RTP projects will put beneficial investments in communities that have not seen meaningful transportation investments for many years. The EJ element must effectively measure whether Fresno COG's RTP will *reverse*prior patterns of lack of investment in EJ communities, based on what the actual needs of EJ communities are. Therefore the EJ analysis must include the following components:

- Information gathered directly from EJ communities on what their actual transportation needs are (these were expressed by many communities in the projects that they proposed in the RTP outreach workshops)
- Fresno COG must develop a project map to show where projects are located in relation to EJ communities
- A new activity-based model must be developed in order to better approximate travel around the region

2.22 Cont.

V. Project Evaluation Criteria Incorporated Important Commitments

We commend Fresno COG on including effective project evaluation criteria in this RTP process. Much work went into developing project evaluation criteria that prioritized projects that benefit disadvantaged communities, protected the environment, and protected public health.

However, as noted above, Fresno COG must establish a process that ensures that projects submitted by the public, particularly by disadvantaged communities and environmental justice communities, are evaluated for inclusion in the RTP, rather than allowing local agencies to exclude projects submitted by the public. Alternatively, the project evaluation criteria should incentivize inclusion of such projects by adding substantial points to projects that were identified by the Disadvantaged Communities Needs Assessment. Points should also be added for projects submitted by disadvantaged communities as part of the RTP outreach process.

2.23

VI. Public Participation Plan Made Progress, but Changes Needed for 2020 Round.

Fresno COG's 2018 Public Participation Plan was used as a successful model of public participation statewide, due to its inclusion of an outreach mini-grants program, several series of community workshops aimed at a wide variety of stakeholders, and an RTP Roundtable that provided input into decisions about each of the RTP elements. Leadership Counsel appreciates the inclusive process that Fresno COG staff created for vetting many of the decisions regarding the RTP.

However, we recommend several significant changes for the next round. First, in order for the public to meaningfully participate in determining the values expressed in the RTP, the first round of workshops should be dedicated to gathering information about community needs and values. Instead of being shaped by the public, the scenarios for this round were based largely on data

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from four years ago and one public workshop in an urban center. This did not allow for many voices in the county to shine through as scenarios were being developed, and restricted all of the county to four scenarios based on outdated information and urban priorities. Next round, we strongly recommend that Fresno COG conduct a complete round of workshops asking for residents' and stakeholders' transportation needs and values before developing the four alternative scenarios. Then, scenarios can be formed based on this information, and a second round of workshops can ask community residents and stakeholders to choose between scenarios.

2.24 Cont.

* * * * * * * * * * *

We thank Fresno COG for the opportunity to comment on this proposed new section of the RTP, and hope to meet with staff to discuss these points.

Sincerely,

Amanda Monaco
Policy Advocate
Leadership Counsel for Justice and Accountability

With the support of:

Social Justice Ministries of the Catholic Diocese of Fresno

Central California Asthma Collaborative

Safe Routes to School National Partnership

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Response 2.1:

Thank you for your comments and for recognizing the strides Fresno COG's 2018 RTP/SCS has made in engaging our most disadvantaged citizens in the transportation planning process. The RTP/SCS addresses the multi-modal transportation needs in the next 25 years in the Fresno region. The Plan has been developed in compliance with all related state and federal regulations. It has met the requirement of 2017 RTP Guidelines and has "facilitated sustainable development, advance the state housing goals, promote public health, and address the needs of disadvantaged communities and protected populations", which can be demonstrated by the following examples in the 2018 RTP/SCS:

- ✓ The 12 Smart Growth Principles adopted as part of the San Joaquin Valley Blueprint process have been applied in the 2018 RTP/SCS to advance the sustainability in the region (page 3-4).
- ✓ Aggressive housing targets for more affordable townhomes and multi-family are included in the housing growth allocation in the SCS (page 3-11).
- ✓ Public health was incorporated throughout the process by the implementation of the Integrated Transport and Health Impact Model (ITHIM) in the SCS scenario process, as well as the inclusion of the Health Priority Index, a health status measure by census tract, in the project ranking criteria (page 3-12, Appendix C, item 4).
- ✓ The needs of disadvantaged communities are addressed through multiple programs and projects, such as the Sustainable Infrastructure Grant Program, the incorporation of disadvantaged communities in the Health Priority Index as part of the project ranking criteria, and through the Transportation Needs Assessment Study and the Regional Active Transportation Plan (page 5-18, Appendix G, item 4).

In addition, the Policy Element incorporates languages highlighting the rights of the protected population; the Plan's benefits and burdens on the environmental justice population are fully analyzed in the Environmental Justice Report.

The 2018 RTP process is transparent, inclusive and effective. The RTP Roundtable, which provided guidance and recommendation to the development of the plan, comprised representatives from the local governments, State Department of Transportation (DOT) and other various sectors and interest groups such as public health, air quality and environment, water, education, transit agencies, the building industry, social equity representatives, bicycle and pedestrian advocates, and the general public. A region-wide workshop in April 2017 that was widely advertised through the regional TV network and other media solicited input from residents during scenario development. That input was incorporated in the SCS scenarios. In June/July 2017, 516 residents participated in the 15 community workshops and provided suggestions for transportation improvements and many more provided input through our online survey. The suggestions were forwarded to the local governments and many of them were submitted as part of the RTP projects. In the fall of 2017, Fresno COG held a month-and-a-half long outreach to hear from the public about the scenarios. 20 informational booths were held at community events throughout the

county; eleven presentations were given at the request of community organizations; online & interactive surveys were provided. The survey results from the fall outreach were carefully considered by the Roundtable, TTC/PAC and the Policy Board before Scenario D was selected by all of the four committees as the preferred scenario.

Response 2.2:

Fresno COG's 2018 RTP/SCS is developed in a "continuous, cooperative and comprehensive" manner. It is built upon the 2014 RTP/SCS and continues to consistently apply the 12 Blueprint smart growth principles throughout the entire document. The 2018 RTP/SCS aims to provide diverse transportation options that foster sustainable growth and a vibrant economy with better air quality and healthy communities through a combination of programs. Fresno COG had a robust and inclusive public process that ensured region-wide participation in the plan development process. (please refer to Chapter 6 of the RTP document for more information about the public outreach process). The 2018 RTP is a product of collaboration among Fresno COG, local governments, Local Agency Formation Commission (LAFCO), transit agencies, State DOT, the San Joaquin Valley Air District, the California Air Resources Board, and representatives from multiple sectors, including: education, water, environmental/air quality, social equity, the building industry, active transportation and agriculture, as well as the general public. The 2018 RTP was developed, thoroughly vetted and reflects many of the suggestions, changes and recommendations from members of the EJ Subcommittee, Policy and Action Element Subcommittee, Project Scoring Criteria Subcommittee and the above listed stakeholders. The impact of the RTP projects on the EJ population is fully analyzed in the EJ report, which is included as an appendix in the RTP document.

The 2018 RTP/SCS is a comprehensive plan that addresses multiple issues, including but not limited to: different transportation modes, air quality, climate change, housing, congestion, goods movement, safety, environmental justice etc. It is also an integrated plan that breaks traditional silos of transportation and land use planning. An example of such integrated planning in the 2018 RTP/SCS is the significant amount of housing and employment allocated along the major transportation corridors, which is reflected by the Transit Oriented Development indicator on page 3-11.

Fresno COG expanded its outreach scope in the 2018 RTP/SCS process to better involve individual residents to provide comments and suggestions for the process. It was well-received, and more than a thousand project suggestions were received from the participants. Local government staff was present at the June/July workshops, and discussed the local plans with the residents. Workshop comments that included project suggestions were provided to the local governments for consideration. Among the project suggestions received for the County area and the 12 disadvantaged small cities, close to 2/3 of the feasible RTP projects suggested by the public are included in the RTP. Some project recommendations were clearly infeasible and thus were not included in the RTP. Examples of infeasible project recommendations included, by are not limited to:

- ✓ Projects that were located on local streets and, therefore, do not qualify for the federal funding which is the focus of the RTP. Projects need to be located on the federally designated functional classification system in order to qualify for federal funding and be included in the RTP. Here is the link to the functional classification: **http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php**

- ✓ Suggestions that were not transportation related projects and thus were not appropriate for inclusion in RTP included suggestions for added traffic enforcement, dog catching and parks safety.

Project suggestions that are potentially qualifying RTP projects went through project prioritization process at the local governments and could fall out of the local process. Stakeholders and concerned residents are encouraged to follow up with the local governments on the specific projects that did not get submitted to the RTP process.

The residents were clearly informed at each workshop that their project suggestions would be forwarded to local governments and would be subject to the prioritization process at their local governments. The local governments own and maintain the local streets and roads. Fresno COG does not have authority over local streets and roads and does not have the ability to include projects directly from the workshops without going through the local governments. Leadership Counsel, as well as other interested parties, is strongly encouraged to develop a relationship with the local governments and be involved in the local governments' project selection process to ensure resident project suggestions are appropriately prioritized.

By State definition, 13 of the 15 incorporated cities in the Fresno region, as well as the predominant areas of the unincorporated areas in Fresno County, are identified as disadvantaged communities as defined by SB 535 (de Leon)[1]. Fresno COG received twice as many projects in the 2018 RTP compared to the 2014 Plan in total from all jurisdictions. The rural unincorporated communities are part of the County and projects from such communities are evaluated and ranked by the County based on the needs of all the streets and roads in the rural areas. Projects for the rural communities are spread out throughout different time periods of the entire plan. Contrary to the commenter's claim that the Plan "stipulates unreasonably long timelines for completion of projects benefiting disadvantaged communities", the projects from the disadvantaged communities from the 13 cities and the County are in the FTIP (first 4 years of the Plan), as well as spread throughout in the near term and further out in the Plan. Fresno COG encouraged transportation projects to be delivered as early as possibly by giving incentives for projects to be delivered in the early stage of the Plan. (Please refer to the project ranking criteria in Appendix C, item 4 for detailed information on scores awarded by project delivery date). Furthermore, the 2018 RTP/SCS addresses disadvantaged communities' needs through multiple programs and projects. For example, the Sustainable Infrastructure Planning Grant Program was created to help advance transportation planning projects in disadvantaged communities; the RTP project ranking criteria provides extra points to projects located in

[1] https://oehha.ca.gov/calenviroscreen/sb535

disadvantaged communities with health burdens, and both the Transportation Needs Assessment study and the Regional Active Transportation Plan incorporated project ranking criteria for disadvantaged communities.

Chapter 6 Public Participation and Chapter 7 Environmental Justice Report show Fresno COG's extensive efforts to meaningfully include disadvantaged communities and EJ population in the process. During the fall 2017 outreach, Fresno COG received 1,218 suggestions for projects, 663 from workshop attendees and 555 from online participants. Fresno COG staff processed all of the workshop and online suggestions and forwarded all of them, regardless of their nature, to local agencies for consideration. As a result, local agencies submitted twice as many projects in response to our RTP Call for Projects than the previous RTP cycle. Among the project suggestions received for the County area and the 12 disadvantaged small cities, close to 2/3 of the feasible RTP projects suggested by the public are included in the RTP. The EJ report also provided full analysis on the impacts of the Plan on the EJ population and the vulnerable communities. The EJ analysis shows that the Plan does not cause any disproportional adverse impacts to the EJ or vulnerable communities.

Contrary to what the commenter claimed that the Plan "does not include effective planning for transportation that complements availability of affordable housing", affordable housing is addressed in the 2018 RTP in that 39% of the new housing will be multi-family and 6% townhomes compared to 15% multi-family and 7% townhomes in the status quo (2011 RTP). In addition, 24% of the new housing and 36% of the new jobs will be allocated within ½ mile of the Bus Rapid Transit (BRT) corridors, which reflects the effective integrated land use and transportation planning that complements the availability of affordable housing.

Response 2.3:

Fresno COG staff, working with the seven Regional Transportation Plan Mini-Grant recipient organizations, hosted 15 community workshops throughout the County between June 5 and July 6, 2017. In total, 516 people attended workshops with 413 of them participating in our workshop demographic survey.

Fresno COG also developed an online survey in English and Spanish to provide opportunity for transportation suggestions or needs input from those who could not attend the workshops. The survey was available through July 9, 2017.

This was the first time Fresno COG hosted RTP outreach workshops to assess community transportation needs and suggestions prior to local agencies submitting project lists in response to our call for projects. It was not a required engagement process, however Fresno COG felt strongly that assessing public need was important.

These outreach efforts were focused on providing the public an opportunity to communicate transportation project needs or suggestions through Fresno COG to their local governments and elected officials for consideration and evaluation. It was expressed to the participants that their project suggestions are subject to local governments' project selection process. During the workshop presentations and online engagement, it was made very clear that Fresno COG was collecting project suggestions only (see 3 screen shots below from the PowerPoint slides used at each workshop, available in English and Spanish), and that there was no guarantee the suggestions gathered from participants would become part of the RTP list of projects. They were not at any point asked to submit RTP projects for automatic inclusion in the RTP. Participants were told that Fresno COG would share all the project suggestions with appropriate local agencies, but that Fresno COG was not able to submit projects on its own because Fresno COG does not have the authority or financial ability to build and maintain transportation facilities and transit lines. Those facilities and services belong exclusively to responsible local agencies. Therefore, Fresno COG did not "allow(ing) jurisdictions to eliminate projects proposed by residents during the public participation process" as local governments have their own project prioritization process, and Fresno COG staff has no ability or jurisdiction to submit projects themselves or force local agencies to select any particular projects for inclusion.







During the workshops and through the online portal Fresno COG received 1,218 suggestions for projects, 663 from workshop attendees and 555 from online participants.

Fresno COG staff processed all of the workshop and online suggestions and forwarded all of them, regardless of their nature, to local agencies for consideration, following the procedures communicated to all COG committees and participants in verbal and written form. As a result, local agencies submitted

twice as many projects in response to our RTP Call for Projects than the previous RTP cycle. Among the project suggestions received for the County area and the 12 disadvantaged small cities, close to 2/3 of the feasible RTP projects suggested by the public are included in the RTP. Some project recommendations were clearly infeasible and thus were not included in the RTP. Examples of infeasible project recommendations included, by are not limited to:

- ✓ Projects that were located on local streets and, therefore, do not qualify for the federal funding which is the focus of the RTP. Projects need to be located on the federally designated functional classification system in order to qualify for federal funding and be included in the RTP. Here is the link to the functional classification: **http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php**.

- ✓ Suggestions that were not transportation related projects and thus were not appropriate for inclusion in RTP included suggestions for added traffic enforcement, dog catching and parks safety.

Project suggestions that are potentially qualifying RTP projects went through project prioritization process at the local governments before they were submitted to the RTP and could fall out of the local process. Stakeholders and concerned residents are encouraged to follow up with the local governments on the specific projects that did not get submitted to the RTP process.

Fresno COG and local jurisdictions did consider the project suggestions from the residents, including those in EJ communities and disadvantaged communities, and address their needs through the project list. Project suggestions that are located on local streets can't be included in the RTP but were forwarded to the local governments for consideration in the local process. Accordingly, Fresno COG's method of selecting projects did not have the effect of subjecting persons to discrimination due to their race, color, or national origin, as the majority of eligible projects from the EJ and disadvantaged communities were selected for inclusion in the RTP. Fresno COG's methodology thus does not conflict with 49 CFR § 21.5(b)(2) or Gov. Code § 11135.

Specific to areas of the County your letter referenced, instead of "numerous projects proposed by residents of the rural disadvantaged unincorporated communities of Lanare, Cantua Creek, El Porvenir, and Tombstone Territory for essential pedestrian and bicycle infrastructure, public transit and road improvements were excluded" as claimed by the commenter, many of the project suggestions from these communities were not eligible RTP projects. The results of the projects suggested by the residents from Lanare, Cantua Creek, El Porvenir, and Tombstone were as follows:

- ✓ Residents from Lanare submitted 11 feasible RTP project suggestions, and 8 of them are included in the RTP.
- ✓ Residents from Cantua Creek submitted 5 feasible RTP project suggestions, and none is included in the RTP.

- ✓ Residents from El Porvenir submitted zero feasible RTP project suggestions. All the project suggestions were local non-eligible projects.
- ✓ Resident from Tombstone submitted 4 feasible RTP project suggestions and all 4 of them are included in the RTP.

The rural unincorporated communities are part of the County and projects from such communities are evaluated and ranked by the County based on the needs of all the streets and roads in the rural areas. Fresno COG would like to reiterate that Leadership Counsel and its partners are strongly encouraged to develop a relationship with local governments and be involved in the project prioritization process at the local level.

Fresno COG has explicitly considered public input throughout the planning and development of the RTP. Participant input was communicated through the forwarding and verbal reporting of all outreach results and input/suggestions to the RTP Roundtable, Transportation Technical Committee, Policy Advisory Committee and Policy Board. See agendas and minutes for each of those bodies at this link: **http://agendas.fresnocog.org/**. Summaries of this information have also been available online at **https://www.fresnocog.org/2018-regional-transportation-plan-public-outreach/.**

The public weighed in on crafting the RTP project scoring criteria, they were represented and deeply involved in the 30-member RTP Roundtable responsible for overseeing development of the entire RTP, and they sat on our 11-member Environmental Justice (EJ) Task Force assisting staff to set thresholds for EJ populations.

Meaningful consideration was given to all public input prior to committee and board selections of a preferred scenario as evidenced by open meeting discussions. Committees and the Policy Board discussed issues surrounding RTP and SCS Scenario development from early in the planning process through the receipt of public input and culminating in selection of the preferred SCS scenario.

In conclusion, Fresno COG complied with the Federal Transit Administration (FTA) approved Title VI Plan and Limited English Proficiency (LEP) plan for public participation and inclusion in the transportation decision making process.

Response 2.4:

13 of the 15 incorporated cities in the Fresno region, as well as the majority of the unincorporated areas in Fresno County, are identified as disadvantaged communities. Fresno COG received twice as many projects in the 2018 RTP compared to the 2014 Plan in total from all jurisdictions. Projects from the disadvantaged and non-disadvantaged communities are spread out throughout different time periods of the entire plan. Some are in the FTIP (first 4 years of the Plan), some are in the near term and some are further out in the Plan. Project timelines were submitted by local governments and were part of the local

governments' project prioritization process. Fresno COG encouraged transportation projects to be delivered as early as possibly by giving incentives for projects to be delivered in the early stage of the Plan. (Please refer to the project ranking criteria included in the Appendix C for detailed information on scores awarded by project delivery date). Projects submitted through the public participation process were forwarded to the local governments and were subject to their funding eligibility and the project prioritization process at the local level. The project ranking criteria in the RTP process included additional points in the project scoring criteria for projects that addressed issues of public health and safety and were located in the disadvantaged communities. The EJ report provides a full analysis on the impact of the RTP program and has found no disparate adverse impacts on the EJ population from the Plan. By providing such incentives and extra points for projects located in disadvantaged communities, Fresno COG did take affirmative steps to remove any disparate adverse conditions impacting protected classes based on the prioritization process.

A clarification point of note, the above referenced sidewalk project along Mt. Whitney Ave (Project Number FRE501436) was submitted with an open to traffic date of 2042 not 2050 as stated above and is consistent with the plan horizon. As stated previously, the implementation agency, in this case was Fresno County, determines the priority and timing of each project submitted to the RTP. Due to the incentives in the scoring criteria to award additional points for projects benefiting disadvantaged communities, the Mt. Whitney sidewalk scored high enough to be included in the RTP Constrained Project List.

Again, since projects are proposed by local jurisdictions, Fresno COG would like to reiterate that Leadership Counsel and its partners are strongly encouraged to develop a relationship with local governments and be involved in the local governments' project prioritization process.

Response 2.5:

All the 13 incorporated cities in Fresno County and the unincorporated rural areas in the County that were identified as disadvantaged communities were fully considered in the Transportation Needs Assessment study that was completed in 2016. The report is available at:
https://www.fresnocog.org/transportation-needs-assessment/.

The study went an extra step and expanded the coverage of disadvantaged communities by including both the CalEnviroscreen definition and the Water Code 79505.5 definition in the study. Rural unincorporated communities in the County such as Lanare, Riverdale, Caruthers, etc. were also included in the study. The study mainly focused on the gap between the communities/cities because the Steering Committee, which Leadership Counsel was part of, decided that the areas ***within*** the cities/communities are under the planning jurisdiction of each local government, and local governments are responsible for assessing such needs. The study *also* conducted connectivity and accessibility analysis for ten regional and sub-regional facilities, the majority of which are located in the disadvantaged communities. The study was referenced in the Action Element on page 4-69. The recommended project list from the Transportation Needs

Assessment study has been forwarded to the local governments and six out of the 15 recommended projects are included in the 2018 RTP.

Response 2.6:

The Sustainable Infrastructure Planning Grant Program's specific objectives are to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS and contributes to the State's GHG reduction targets. Fresno COG collaborated with stakeholders, local member agencies, and project sponsors to establish an equitable program for the first two cycles (FY 17-18 and FY 18-19) that included scoring criteria that was weighted heavily towards projects that benefited disadvantaged communities. In the first two cycles we received a total of seven applications from one local agency and one transit agency and we were able to award three of seven projects (43%). The recent passing of SB 1 in 2017 allowed Fresno COG to identify funding for this program. Fresno COG will continue to welcome local agencies to submit transportation planning projects under this program should the Senate Bill (SB) 1 be supported by the voters in November 2018.

Response 2.7:

Fresno COG is committed to its obligations relating to regional housing under California Government Code §65080 (B). The SCS provides all of the information required by California Government Code §65080 (B), such as details on the SCS land use pattern, including general location of uses, residential density, projected housing growth and density that accommodates the eight-year projection of the regional housing needs for all economic segments of the population, and employment growth density.

Fresno COG is dedicated in taking positive actions towards contributing to providing a range of housing opportunities in the region. As indicated in the Action Element Section 4.11, our programs such as the Blueprint, Regional Housing Needs Allocation Plan, Circuit Planner and Circuit Engineer Programs, and Measure C Transit Oriented Development (TOD) program are examples of such efforts. In addition, Fresno COG also actively participated in other state and regional programs such as the Affordable Housing Sustainable Communities program and Fresno County Multi-Jurisdiction Housing Element. Fresno COG is happy to provide any assistance needed to the member agencies and other entities when resources and expertise are available. However, Fresno COG lacks general land-use authority and respects the authority of the other government entities (including cities and the county). Therefore, Fresno COG would like to encourage Leadership Counsel and other signatories of the letter to be engaged with the respective local governments for direct dialogue regarding their programs and land-use planning efforts such as the Housing Element, Assessment of Fair Housing, SB 2 housing program implementation etc.

The requirements and objectives of the many different funding programs vary widely and are not all within Fresno COG's purview, and transportation infrastructure funding is essential to local agencies ability to attract future development, including affordable housing. Due to the high costs of construction in

California, any additional incentives that local agencies can provide to affordable housing developers, such as providing transportation infrastructure instead of requiring it as an additional cost to the developer, will help agencies attract more housing development. Penalizing local agencies by withholding transportation funding would ultimately hinder local agencies' ability to attract affordable housing development.

Response 2.8:

For the 2018 RTP, all capacity increasing projects were mapped. Although non-capacity projects were not mapped due to the limited resources at Fresno COG for processing thousands of such projects, they are available in spreadsheet format and can be easily sorted by jurisdiction, or project type. Fresno COG has budgeted for a project mapping tool to map all projects in the 2022 RTP. The budget for this tool can be viewed in the 2018-19 Overall Work Program. Fresno COG's activity-based model development will be wrapped up by June 2018 and is expected to be applied in the 2022 RTP.

Response 2.9:

Fresno COG has adopted the 12 Smart Growth Principles as part of the San Joaquin Valley Blueprint process, which support rural smart growth. These principles have been integrated throughout the RTP/SCS. The 12 Smart Growth Principles are:

1. Create a range of housing opportunities and choices
2. Create walkable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair, and cost-effective
6. Mix land uses
7. Preserve open space, farmland, natural beauty, and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development towards existing communities
10. Take advantage of compact building design
11. Enhance the economic vitality of the region
12. Support actions that encourage environmental resource management

Fresno COG participates in a variety of programs that further the implementation of smart growth principles in rural communities, such as the Measure C TOD program, which has scoring specific to the small rural cities, and the Affordable Housing and Sustainable Communities Program, which has a funding set aside for rural communities. Fresno COG is committed to furthering the 12 Smart Growth Principles in both its rural and urban communities.

Response 2.10:

Thank you for acknowledging the steps taken to strengthen the environmental justice policies. The EJ analysis included a map of the approved EJ Traffic Analysis Zones (TAZ) in comparison to Cal EnviroScreen 3.0 and SB 535 designated disadvantaged communities. The map further emphasizes that transportation investments focused in these areas are in line with the States priorities for mitigating neighborhoods that have the highest health and economic burdens and confirms that the designated EJ TAZs in the 2018 RTP are appropriately captured. Fresno COG's Goal in Table 2-1C is committed to improving mobility and accessibility for all, including the protected populations in accordance with federal and state statutes.

Response 2.11:

Thank you for your comments. The current Environmental Justice goal is to improve mobility and accessibility for all, in accordance with federal and state statutes, which includes Title VI and EJ obligations through policies that seeks to ensure fair distribution of the benefits and burdens of transportation projects, and to ensure the 2018 RTP/SCS has no disproportional negative impacts on minority and/or low-income populations. The EJ analysis concluded that disadvantage communities did not bear a disproportional share of burdens due to the proposed RTP/SCS policies and projects. Therefore, the current goals are sufficient in achieving an equitable and fair distribution of benefits and burdens of transportation projects.

The 2018 RTP/SCS addresses disadvantaged communities' needs through multiple programs and projects. For example, the Sustainable Infrastructure Planning Grant Program was created to help advance transportation planning projects in disadvantaged communities; the RTP project ranking criteria provides extra points to projects located in disadvantaged communities with health burdens, and both the Transportation Needs Assessment study and the Regional Active Transportation Plan incorporated project ranking criteria for disadvantaged communities. As pointed out previously in the letter, project suggestions from the residents (including those from disadvantaged and EJ communities) who participated in the public workshops were forwarded to local governments and were subject to their funding eligibility and local governments' project prioritization process. Fresno COG does not have authority over local streets and roads and it is not appropriate to include in the Policy Element a goal to accept projects directly from public process without going through the local jurisdictions.

Under Table 2-1C of the Policy Element, there is a policy to "support transportation projects that benefit disadvantaged communities through public engagement." Fresno COG conducted extensive outreach to solicit project suggestions from disadvantaged communities, and such project suggestions were forwarded to local governments for consideration in the RTP project submittal. When such projects in the disadvantaged communities were submitted to the RTP by the local governments, Fresno COG has developed scoring criteria that made such projects more competitive. Fresno COG is consistent in its efforts to support the disadvantaged communities in that a policy was developed to support

disadvantaged communities; extensive efforts were made to reach out to such communities; when projects from such communities were submitted through the local governments, a process was in place to help such projects to be more completive; and the Sustainable Infrastructure Planning Grant program was set up to benefit the disadvantaged communities.

Please refer to Chapter 5 Financial Element, Section 5.3 Project Evaluation Criteria and Appendix C, item 4 for additional details on the project scoring criteria and process.

Response 2.12:

Thank you for your comments relating to regional housing and for your extensive involvement in the RTP/SCS development, particularly with the Policy Element Subcommittee, RTP Roundtable, and for your previous comment letters and discussions relating to housing.

The Goal and Objective listed above are from the 2014 RTP/SCS and have since been updated, per the Leadership Counsel's recommendation in your comment letter on the Draft Policy Element received on June 26, 2017. After discussion with the Policy Element Subcommittee and RTP Roundtable during the summer of 2017, Leadership Counsel's recommendations were incorporated into the updated goal and objective as follows:

- ✓ Goal: 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).

- ✓ Objective: Development of a regional transportation network which is environmentally sensitive, fosters sustainable regional growth, and helps reduce greenhouse gas emissions wherever possible.

Per Leadership Counsels' recommendation to incorporate a policy relating to educating member jurisdictions about the benefits of a good "jobs-housing fit," which was also included in your June 26, 2017 comment letter, Fresno COG also had discussions with member agencies, the Policy Element Subcommittee, and RTP Roundtable regarding this suggestion during the development of the Draft Policy Element in 2017. Member agencies did not feel that jobs-housing ratios in their communities were as disproportionate as other regions in the State and concluded that they did not see a need for this at the time. According to data from the 2015 American Community Survey and 2016 Labor Market Information from the California Employment Development Department, each agency in the region has a jobs-housing ratio between 1 and 2, which means there is enough housing for 1-2 workers per household. If member agencies later decide this is an apparent issue that they would like assistance with, Fresno COG is open to discussion.

Response 2.13:

Under the same "Highway, Streets and Roads" goal, in Table 2-2A, there are policies to "Preserve and promote the use of existing transportation facilities where feasible"; "Encourage alternative transportation solutions over roadway expansion to reduce congestion". We believe these two policies in the RTP are sufficient to address the commenter's objective of "prioritize alternative solutions to reduce congestion by promoting alternatives to single-occupancy driving, including public transit, telecommuting, car- and van-pooling, a better jobs-housing fit, and cycling or walking". Roadway capacity is needed when goods produced in the region needs to be transported; when the region has grown to an extent that alternative strategies would not meet the needs of the growth. It is not appropriate to limit roadway expansion as proposed by the commenter because of the reasons stated above.

Response 2.14:

This suggestion was included in Leadership Counsel's June 26, 2017 comment letter regarding the Draft Policy Element. After discussion with the Policy Element Subcommittee and RTP Roundtable, it was decided that Fresno COG will not include this additional policy in the 2018 RTP/SCS but will revisit the idea of conducting a study on first mile/last mile solutions at a later date when the High-Speed Rail (HSR) and/or BRT are fully operating. Fresno COG encourages and supports alternative transportation and shared mobility options for first mile/last mile solutions, which have been incorporated into the Policy Element. The first mile/last mile strategy is incorporated in the Fresno County Regional Long Range Transit Plan study, which will be completed in 2019. Fresno COG is actively seeking to integrate alternative rural transit services with pilot projects such as Green Raiteros and FCRTA's feasibility study of an electric shared mobility or shuttle service to close the first/last mile gap and support existing routes.

Response 2.15:

Fresno COG is dedicated to active transportation. The 2018 RTP is investing about 8% of its total revenue in bike and pedestrian projects compared to 3% in the 2014 RTP and 2% in the 2011 RTP; over 500 bike and pedestrian projects are funded in the 2018 RTP and more than 280 bike lane miles and 500 miles of sidewalks are to be added to the system by 2042 due to the investment projected in the 2018 RTP. Based on the modeling, the region is expected to more than double its walking trips by 2042 compared to 2014 RTP; biking trips will increase by about 40% compared to the 2014 RTP.

Due to its rural nature, Fresno region's land use is more spread out than the other urban areas such as the Bay Area; in addition, the weather is extremely hot in the summer. As compared to more urbanized counties with moderate temperatures, these facts impact the ability of residents in Fresno County to utilize biking and walking as transportation alternatives. Despite of such obstacles to active transportation, which contributes to the relatively low rate of walking and biking trips, we are optimistic that biking and walking will become an increasingly popular transportation option in the region.

Response 2.16:

Fresno COG is committed to bicycle and pedestrian safety. The 2018 RTP/SCS seeks to make the street network safer for pedestrians and bicyclists as well as transit users and auto drivers. Fresno COG staff believes the Policy Element contains a sufficient number of goals, with supporting objectives and policies, relating directly to walking and bicycling as written. These goals include:

- ✓ An efficient, safe, integrated, multimodal 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, engineering and enforcement.
- ✓ Increase development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.

During the RTP project scoring process, safety projects were advanced by receiving extra points. Fatality and serious injuries including bike and pedestrian crashes were analyzed in Chapter 8, which sets safety targets for five performance measures required by MAP 21 and the FAST (Fixing America's Surface Transportation) Act. Fresno COG analyzed the historical crash statistics/trend, and the Policy Board adopted safety targets that are reflective of the conditions in Fresno region. Although Fresno COG did not expressly adopt the "zero-death" vision, we will continue to monitor and assess the safety issues on the streets and roads in the region, and work with the local governments to fund safety projects that will reduce fatality and serious injuries.

Fresno COG Policy Board approved the Fresno County Regional Active Transportation Plan in February 2018. By implementing this plan, pedestrian and bicyclist safety will also be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50% or greater reduction in injuries and fatalities is a reasonable expectation if all aspects of this plan, including supporting programs, are implemented.

Response 2.17:

Thank you for your comment. Specific responses about the comment that "it is critical to include clear actions for implementing the Environmental Justice and Title VI goals from the Policy Element" are provided below based on the further details provided by the author of the comment letter.

Response 2.18:

The Action Element describes transportation programs and projects that would be undertaken during the 2018 RTP plan timeframe. The Action Element provides direction about the MPO's and other agencies' roles and responsibilities as RTP projects and policies are established. It consists of short- and long-term activities that address regional transportation issues and needs. Each mode or transportation strategy includes an inventory of the existing system, an assessment of needs, and proposed actions. The latter is divided into short-range (0-4 years) and long-range (5-26 years) actions. Accordingly, the RTP already provides the anticipated timelines requested by the commenter. The precise timing of proposed actions, of course, will be based on projected travel demand, funding availability, appropriate policy, and other feasibility issues. The short-range measures will then form the basis for the Regional Transportation Improvement Program (RTIP) (state funding) and the Federal Transportation Improvement Program (FTIP) (federal funding). The RTIP and FTIP are updated individually every 2 years and both programs include project delivery timelines based on individual program approved project awards. The RTP is updated every 4 years, and the programs and projects under the Action Element will be updated as appropriate.

Fresno COG considers the current format for the "Accomplishments" and "Proposed Actions" sections sufficient and effective in describing the efforts COG has been and will be involved with.

Response 2.19:

As provided in Chapter 7 of the RTP, the Environmental Justice Report, Fresno COG has adopted environmental justice principles and objectives that promote equity throughout the agency's regional planning efforts. (See detailed goals and strategies in Chapter 2: Policy Elements and Chapter 4: Action Element), demonstrating a general commitment to furthering Environmental Justice and Title VI goals.

Fresno COG continues to implement the FTA approved 2016 Title VI Plan. Although Environmental Justice (EJ) and Title VI are distinct elements, collectively they can contribute to the development of an equitable transportation system. These elements are regularly mistaken and used interchangeably, thus, making it essential to understand their differences. Title VI is a separate process from the EJ analysis and encompasses criteria extending beyond the RTP. Update to the 2016 Title VI plan will begin in early 2019.

Future mapping tools that illustrate the proposed RTP projects and investment will contribute to improving the quantitative analysis; Fresno COG is committed to developing this tool as stated in Section 7.10 of the RTP. As stated in the EJ Appendix D and the tool has been funded in the FY 18-19 Overall Work Program (OWP) Budget.

Please refer to response in question I4 related to the Sustainable Infrastructure Planning Grant program.

Response 2.20:

Thank you for your comments relating to Fresno COG's federal and state obligations relating to housing, which were also included in Leadership Counsel's comment letter on the Draft Action Element received on December 1st, 2017.

Per our response to the December 1st, 2017 comment letter, Fresno COG has been taking positive efforts to contribute to providing a range of housing opportunity for people regardless of their income, race, national origin, religion, sex, disability or familial status. The EJ chapter and the EJ report address EJ principles, policies and regulations, including Title VI in terms of impacts from the 2018 RTP/SCS. The Regional Context chapter provides mappings of concentrated minority and low-income population.

As indicated in the Action Element Section 4.11, Fresno COG's compliance efforts with the Fair Housing Act include COG's own programs such as the Blueprint, Regional Housing Needs Allocation Plan, Circuit Planner and Circuit Engineer Programs, and Measure C TOD program. Our efforts can also be demonstrated through our active participation in other state and regional programs such as the Affordable Housing Sustainable Communities program and Fresno County Multi-Jurisdiction Housing Element (MJHE).

Fresno COG is dedicated to working with our member agencies and other government entities in implementing the Fair Housing Act and will be happy to provide any assistance needed to other entities when resources and expertise are available. However, Fresno COG respects the authority of the other government entities and would like to encourage Leadership Counsel and other signatories of the letter to be engaged with the respective local governments for direct dialogue regarding their programs such as the Housing Element, Assessment of Fair Housing, SB 2 housing program implementation, etc.

Below is a response to each of the bullet recommendations provided above.

- ✓ Similar to the role played by Fresno COG in facilitating the development of the MJHE, Fresno COG could convene local jurisdictions to facilitate the timely development of local and/or regional Assessments of Fair Housing pursuant to Housing and Urban Development 's (HUD) Affirmatively Furthering Fair Housing (AFFH) Rule.

  Response: HUD published a notice in the Federal Register on January 5 suspending most local governments' obligation under the Affirmatively Furthering Fair Housing (AFFH) rule to submit an Assessment of Fair Housing (AFH) until after October 31, 2020, and in many cases after 2025. However, in the future, if member agencies are interested in developing a regional Assessment of Fair Housing, Fresno COG would be happy to help facilitate the project if requested to do so by the member agencies. Fresno COG's role in the Multi-Jurisdictional Housing Element was to assist the County with coordination of the project.

- ✓ Convene jurisdictions to provide information regarding the availability of and eligibility requirements to receive funding for community and specific plans and the development and maintenance of affordable housing pursuant to SB 2. Provide technical support for the development of the allocation plan required of local jurisdictions in a manner consistent with the Valley Blueprint, Roadmap, MJHE, RTP/SCS, and jurisdictions' obligations under state and federal civil rights laws.

  Response: Fresno COG is following the development of the SB 2 funding guidelines and technical assistance available to local agencies and will relay information to member agencies as it becomes available.

- ✓ Commitment to require that jurisdictions receiving competitive funding allocations from Fresno COG must create and implement Displacement Avoidance and AFFH plans.

  Response: Similar to the issue with withholding funding from agencies that are not "effectively implementing" their affordable housing programs, as mentioned in your comment #5 above, the requirements and objectives of the many different funding programs vary widely and are not all within Fresno COG's purview, and Fresno COG does not have authority over local governments' displacement avoidance policies and AFFH plans.

- ✓ To avoid contributing to existing patterns of concentrated poverty and concentrated racial and ethnic groups, Fresno COG could also work with local agencies to identify areas that are not well served by transit, as well as opportunities to align fair housing goals with planned transportation investments.

  Response: Fresno COG, in conjunction with local public transit agencies, participates in the Unmet Transit Needs process, which identifies needs of communities that are not well served by transit. Fresno COG will be happy to provide any assistance needed to other entities in the area of housing when resources and expertise are available

Response 2.21:

Fresno COG is committed to its obligations relating to regional housing under California Government Code §65080 (B). The SCS provides all of the information required by California Government Code §65080 (B), such as detail on the SCS land use pattern, including general location of uses, residential density, projected housing growth and density that accommodates the eight-year projection of the regional housing needs for all economic segments of the population, and employment growth density. Pursuant to Government Code § 65080(b)(2)(B)(ii), the SCS identifies areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth. Specifically, as stated in the Environmental Justice Report, page 25, the 2018 RTP assumes 47,484 new single family, 32,391 new multifamily units and 5,137 new

townhomes over the next 20 years to accommodate a countywide population that is anticipated to grow to an estimated 1,347,000 persons by 2042. Table 3-2 on page 3-6 of the RTP provides forecasts for the preferred scenario, including household population, number of housing units, and employment. 2018 RTP/SCS plans additional, new housing developments with a greater emphasis on increasing the amount of multifamily housing options in the EJ communities compared to non-EJ areas. The 2042 Total Multifamily and Townhome units account for more than 50 percent of the new housing products mix in Environmental Justice (EJ) and Vulnerable Communities (VC) areas compared to 27 percent in Non EJ, Non VC communities. In the modeling, availability of various housing types is used as the proxy for affordability, which is reflected by the availability of townhomes and multi-family housing.

The 2018 RTP/SCS was created with the vision - "A region of diverse transportation options that foster sustainable growth and a vibrant economy and contribute to improved air quality and healthy communities." The SCS, the Policy Element, the project ranking criteria in the Financial Element and the Action Element were all developed with the same consistent overarching theme that was expressed in the vision statement. The project evaluation criteria developed and approved by a Project Evaluation Subcommittee, which Leadership Counsel was actively involved in, looked at a combination of factors such as sustainability, public health, air quality, accessibility, safety, congestion, disadvantaged communities, etc. The project scores resulted from the project evaluation criteria was combined with the priorities in the SCS scenarios, which led to the creation of project lists for each of the SCS scenarios. Both the project evaluation criteria and the SCS project scenario tool were approved by the Roundtable, TTC/PAC and the Policy Board and are available on COG website and in the RTP document in Appendix C.

Response 2.22:

The EJ performance indicators, definition of EJ population, low income threshold, expanded definition of Vulnerable Communities and the draft analysis were developed through a collaborative process with the EJ taskforce and approved by both the EJ taskforce and the RTP Roundtable.

Fresno COG has satisfied the requirements of 49 CFR § 21.5(b)(7). As stated before, 14 of the 16 jurisdictions in County of Fresno are designated by the State as a Disadvantaged Community. The EJ analysis included a comparison of EJ communities to Non EJ communities regionally and sub-regionally. Additionally, the analysis included an examination of an expanded definition for Vulnerable Communities in comparison to EJ and Non EJ communities. All performance indicators analyzed with the EJ Chapter indicate that in terms of overall equity, the 2018 RTP's projects appear to distribute benefits and impacts equitably over Fresno County. In most cases, EJ communities fared better than non-EJ communities. Fresno COG is therefore taking affirmative action to overcome effects of any prior discriminatory practice or usage.

Below is a response to each of the bullet recommendations provided above.

- ✓ Information gathered directly from EJ communities on what their actual transportation needs are (these were expressed by many communities in the projects that they proposed in the RTP outreach workshops)

  Response: Fresno COG also is taking affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin. Fresno COG made an extraordinary effort to gather information on the transportation needs of EJ communities through the public outreach process as stated in earlier sections. All proposed projects and outreach comments received are available at the RTP website. For projects suggested in the 12 disadvantaged smaller cities and Fresno County (project suggestions excepting those from Kingsburg, Clovis and the City of Fresno), about 2/3 of the feasible project suggestions are included in the RTP. Local projects, which are not eligible for federal funding and thus can't be included in the RTP, were all forwarded to local governments for consideration under other funding programs.

- ✓ Fresno COG must develop a project map to show where projects are located in relation to EJ communities

  Response; Again, future mapping tools that illustrate the location of proposed RTP projects and investment will contribute to improving the quantitative analysis, Fresno COG is committed to developing this tool as stated in the EJ Appendix D and has funded the tool in the FY 18-19 OWP budget.

- ✓ A new activity-based model must be developed in order to better approximate travel around the region.

  Response: As stated in the RTP Chapter 7: EJ Analysis and EJ Appendix D, Fresno COG is committed to and has already begun developing an activity-based model to improve the modeling capabilities. The activity-based model development will be wrapped up by June 2018.

Response 2.23:

As discussed previously in this letter, Fresno COG does not have the authority over local streets and roads, and RTP projects are submitted by local governments who have ownership of the streets and roads. Local governments went through their individual project prioritization process before projects were submitted to the RTP based on factors such funding availability, the needs of their communities, project cost-effectiveness, etc.

Fresno COG clearly indicated to workshop and online participants that their project suggestions would be forwarded to their local governments for consideration. In good faith, Fresno COG met its self-imposed commitment to gather transportation needs/suggestions and convey them to our member agencies, transit agencies and active transportation planners, going above and beyond all mandates. When projects

from disadvantaged communities were submitted to Fresno COG by the local governments, COG's project ranking criteria gives such projects extra point(s) to help them advance in the regional process. As stated in the previous sections, about 2/3 of feasible project suggestions from the 12 disadvantaged small cities and the Fresno County were included in the RTP.

Again, Fresno COG would like to reiterate that Leadership Counsel and its partners are strongly encouraged to develop a relationship with local governments, and work with the local governments on advancing the projects that concern them.

Response 2.24:

As discussed at the SCS Public Hearing on May 15, 2018, staff is seriously considering extensive community outreach on values and needs for the next RTP cycle. We appreciate the Leadership Counsel's recommendations in that regard and will consider them moving forward.

Comment Letter 3. Leadership Counsel for Accountability and Justice

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY
A Tides Center Project

June 1, 2018

Kristine Cai
Planning Director
Fresno County Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Re: Draft PEIR for the 2018 Fresno COG Regional Transportation Plan

Dear Ms. Cai,

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report (Draft PEIR). Leadership Counsel works alongside some of Fresno County's most environmentally vulnerable communities. These communities already experience a host of cumulative environmental impacts, including poor air quality, contaminated drinking water, inadequate wastewater treatment infrastructure, and lack of effective stormwater drainage. Fresno COG's Regional Transportation Plan will construct and operate projects that are likely to result in a significant effect on the environment and the most impacted communities, including public health and infrastructure in those communities. CEQA requires that Fresno COG fully disclose, analyze, and mitigate the project's environmental and corresponding social and economic impacts. CEQA Guidelines Section 15064(e). The Draft PEIR fails to identify certain impacts likely to result in disadvantaged communities and to adopt appropriate mitigation to reduce those impacts. Fresno COG must revise the Draft PEIR to address these deficiencies. 3.1

1. AQ 3.4.1 must include mitigation measure for complying with air quality plans

Impact AQ 3.4.1, "Conflict with or obstruct implementation of an applicable air quality plan," has no mitigation measures. Instead, Fresno COG states that no mitigation measures are required. This is concerning given that Fresno County, as a jurisdiction under the purview of the San Joaquin Valley Air Pollution Control District, has obligations to ensure certain air quality standards under the US EPA One Hour Ozone Plan, the Eight Hour Ozone Plan for 1997, and the Eight Hour Ozone Plan from 2008, Regulation 8 (the Fugitive Dust Rule), the 65 MCG 24 Hour Standard Plan for PM 2.5, and the 2004 PM 10 Plan. These plans include important rules for avoiding indirect source contaminations approved Fresno County must consider measures for mitigating noncompliance with air quality plans. The indirect source rule contains many potential mitigation measures which should be listed here, and which must be considered if feasible. For example, two potential solutions include erecting green buffers to diminish air quality impacts in communities near roadways, and incentivizing lower emission vehicles in Fresno County. In addition, Fresno County must state clearly that they will comply with air quality plans and will not obstruct implementation of air quality plans. 3.2

2. GSM 3.9.5 should include encouragement of extension of wastewater service 3.3

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Mitigation measures for GSM 3.9.5, when soil is impacted in a way that interferes with the operation of septic systems or other individual wastewater treatment mechanisms, should add the following: "Encourage extension of wastewater treatment system services wherever feasible." This will allow for an adequate public health and environmental response to cases where onsite wastewater treatment is no longer feasible. Since wastewater treatment systems have larger economies of scale and are more reliably maintained, this is a better solution than implementing alternative onsite wastewater treatment systems, and should therefore be encouraged as the most immediate response.

3. HM 3.10.1 should include a measure encouraging local agencies to avoid siting hazardous facilities near Environmental Justice communities

HM 3.10.1 simply requires local agencies to comply with applicable law when there is creation of "a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials." This is not an effective response to mitigate such potential continuous contact with hazardous materials.

Instead, the mitigation measures for this impact should state that Fresno COG will "encourage local agencies to avoid siting hazardous facilities near Environmental Justice communities." This aligns with the requirements of Government Code 65302, which requires General Plans to include an Environmental Justice element that protects the health and safety of Environmental Justice communities and requires local agencies to take actions to plan for healthier, safer infrastructure and services in such communities. Fresno COG is also required to implement clear policies and protections for investing in Environmental Justice communities. To complement local agency actions and ensure its own compliance with protections, Fresno COG should spell out its role in ensuring that Environmental Justice communities are protected from hazardous waste here. This will also serve to ensure that the RTP, including its EIR, is an "internally consistent document." Gov. Code § 65080(b).

3.4

4. Another impact should be added to mitigate for decreased groundwater drinking water supply available to existing communities, and mitigation measures should be improved for water quality impacts (HW 3.11.6)

Water quality impacts are considered in HW 3.11.6, but impacts to water supply are not addressed. Given the importance of water resources for drinking water, industrial and agricultural activities in Fresno County, and the fact that all groundwater subbasins in Fresno County are classified as critically overdrafted, impacts of groundwater supply must also be mitigated. We strongly recommend adding an impact after HW 3.11.6: "Degraded drinking water supply for existing communities." Measures to mitigate this impact should include ensuring existing communities have access to clean and secure water supply before extending transportation infrastructure to new developments. Where drinking water supply has already been impacted by RTP projects, Fresno COG should encourage extension of drinking water services to communities on domestic wells. When that is not feasible as a solution, Fresno COG

3.5

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should encourage local agencies to look for state funding for long term clean drinking water solutions.

Water quality impacts will not be mitigated by improving storm drainage. HW 3.11.6 must also be expanded to include mitigation measures such as encouraging 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.

5. Fresno COG should ensure that displacement (LPR 3.12.1 and PHE 3.14.2) is minimized, and that policies are enacted to control against displacement, and where displacement is unavoidable that there is adequate compensation and a transparent relocation process

LPR 3.12.1 deals with situations in which an RTP project will "physically divide" a community. The scope of this impact should be expanded to include projects that will "physically divide or displace portions of" a community. PHE 3.14.2 relates to displacement of substantial numbers of households.

3.6

Mitigation measure must be improved for displacement, either in LPR 3.12.1 or PHE 3.14.2. Fresno COG should ensure displacement is minimized, should adopt its own displacement avoidance and mitigation policy, encourage local agencies to enact displacement avoidance and mitigation policies, and ensure that relocation is transparent and adequately compensated. Additionally, Fresno COG should ensure that new housing for displaced households is affordable, and is not in an environmentally impacted area. The lack of affordable housing leads to families having to live in substandard housing structures that lack key infrastructure. Such unsafe homes cause a negative environmental impact from poorly maintained or absent septic systems.

7. Noncompliance with wastewater treatment standards (PU 3.15.2) should be mitigated

3.7

Where construction of new facilities causes noncompliance with State wastewater treatment standards, Fresno COG should encourage local agencies to extend existing wastewater systems to serve these new needs. New facilities should also be built to serve existing communities before new communities, to ensure that environmental improvements serve existing communities and new negative impacts are not expanded to new areas.

8. Impacts of projects on low income and minority populations must be avoided or mitigated (SE 3.16.1, 3.16.2 and 3.16.3).

3.8

Impacts of construction and operations on low income and minority populations does not have any mitigation measure, and the PEIR states that the "impact is considered less than significant; no mitigation is required." This is concerning since low income and minority populations in Fresno County overlap substantially with environmental justice communities. Environmental

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justice communities are defined by federal laws and regulations as low income and minority communities. These communities are more vulnerable to environmental impacts. As shown by CalEnviroScreen, Fresno County has a large amount of communities that are low income and also suffer from cumulative impacts from air contamination, drinking water contamination, pollution from industrial activities, and other health and environmental impacts.

When new transportation infrastructure is constructed near environmental justice communities, this new infrastructure will assist with meeting critical transportation needs, but Fresno COG must ensure that construction and operation of this infrastructure does not add more cumulative impacts on these communities, and if it does then Fresno COG must ensure effective mitigation of these impacts.

For example, if a community already suffers from air contamination, expanded roadways or increased traffic from transportation planning decisions

9. Impacts on availability of affordable housing must be mitigated.

Lack of affordable housing leads to substandard housing structures that lack key infrastructure and contaminate the environment

Fresno COG must address impacts on affordable housing availability. If transportation developments cut off access to affordable housing, displace affordable housing, or take land away from areas planned for development of affordable housing, this decrease in affordable housing availability must be mitigated by identifying alternative sites for affordable housing.

3.9

* * * * * * * * * * *

We thank Fresno COG for the opportunity to comment on the Draft Program Environmental Impact Report, and hope to meet with staff and consultants to discuss these points.

Sincerely,

Amanda Monaco
Policy Advocate
Leadership Counsel for Justice and Accountability

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Thank you for your comments.

Response 3.1:

This section of the comment letter is introductory, and we have provided more specific comments below; however, we disagree that CEQA requires an analysis of purely social and economic impacts.

According to State CEQA Guidelines Section 15358(b), an EIR's analysis must be "related to physical changes" in the environment, and not related to purely economic or social conditions. Further, State CEQA Guidelines Section 15131(a) does not require an analysis of a project's purely social or economic effects because such effects are not, in and of themselves, considered significant effects on the environment. Indeed, "evidence of economic and social impacts that do not contribute to or are not caused by physical changes in the environment is not substantial evidence that the project may have a significant effect on the environment." (CEQA Guidelines, § 15064(f)(6).) Finally, there is no evidence here that any perceived social or economic effects will lead to significant environmental impacts requiring analysis under CEQA.

Response 3.2:

During the development of each State Implementation Plan (SIP), California Air Resources Board (CARB) in consultation with San Joaquin Valley Air Pollution Control District (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. (Draft PEIR, p. 3-89.) Based on the conformity analysis, the 2019 FTIP and the 2018 RTP conform to the applicable SIP and all applicable sections of the Environmental Protection Agency's (EPA) Transportation Conformity Rule. (Draft PEIR, p. 3-93.)

Further, and as shown in Tables 3-24 through 3-27 of the Draft PEIR, the total emissions in each scenario year for each pollutant is actually *less* than the emissions "budget" as established in the applicable SJVAPCD Plan. This demonstrates that the 2018 RTP contributes to positive progress toward the attainment of state ambient air quality standards and that the 2018 RTP is consistent with the SJVAPCD plans, including their regulations and incentives relative to motor vehicle emissions budgets. (Draft PEIR, p. 3-95.) As stated on page 3-97 of the Draft PEIR, "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." Therefore, the 2018 RTP is in compliance with applicable air quality plans in Fresno County, and no mitigation measures are required. (See State CEQA Guidelines, § 15126.4(a)(3) ["Mitigation measures are not required for effects which are not found to be significant."].)

Response 3.3:

Thank you for your comment regarding mitigation measures for GSM Impact 3.9.5. Fresno COG agrees with your suggestion and will be added in Section 3.9.5 of the Draft PEIR:

- ✓ ***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.*

Response 3.4:

Thank you for your comment regarding mitigation measures for HM Impact 3.10.1. Fresno COG agrees with your suggestion and will add the following mitigation measure to the Draft PEIR. It should be noted that Fresno COG reflects general plan land use and circulation elements of its 16-member agencies (local agencies including the County of Fresno and each of the 15 cities) when it prepares the technical tools to develop the RTP/SCS and the EIR. The local agencies' general plans and associated environmental documents, as well as proposed development applications and associated environmental documents, consider the location of hazardous waste sites designated by the State of California or known to be in the vicinity of EJ communities.

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

Response 3.5:

Impact 3.11.6 – Mitigation Measures. Impacts and mitigation measures related to water supply are fully set forth in the EIR in Section 3.11.2 as well as Section 3.15 of the PEIR (see also Impact PU 3.15.3 and Mitigation Measure PU 3.15.3-1). The specific impacts on hydrology and water supply will be further 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 Fresno COG does not have land use authority to approve development projects, Mitigation Measures HW 3.11.2-1 and 3.11.2-2 provide the framework and

direction to avoid or reduce impacts on groundwater supplies, or groundwater recharge activities. Additionally, Fresno COG agrees with suggested additional mitigation to address water supply impacts and will add the following sentence to Mitigation Measure PU 3.15.3-1 in the Draft PEIR:

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.

Response 3.6:

Impact 3.12.1 - The issue of community displacement is addressed in Section 3.14 of the Draft PEIR. Ultimately, and because Fresno COG lacks land-use authority, Fresno COG cannot guarantee with certainty that displacement (if any) is minimized, that implementing agencies utilize transparent processes, is affordable, and is not in an environmentally impacted area as a result of transportation improvements or new land use development. That responsibility rests with Caltrans, local agencies or other responsible agencies who actually propose, approve, and implement specific transportation projects as set forth in Impact Sections 3.12.1 and 3.14.2 and 3.14.3 of the Draft PEIR. It would be speculative for Fresno COG to predict which projects will be brought forward any on what schedule, or to predict the level of displacement that final facility design may cause. As such, further analysis of this issue is not required. (State CEQA Guidelines, § 15145 [speculation is not required].)

However, local agencies, Caltrans or other responsible agencies *are* required to analyze and mitigate potential housing and displacement impacts as part of their own project-specific CEQA analyses when and if they bring forward projects for consideration and construction. Referencing Mitigation Measure PHE 3.14.2-3, the measure notes the following: "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."

Fresno COG agrees with suggested additional language to address impacts associated with community displacement resulting from transportation improvements. The first paragraph on Page 3-358 of the Draft PEIR under Impact 3.12.1 will be replaced to read as follows:

The 2018 RTP/SCS would have a potentially significant impact if it would physically divide or displace portions of an established community. For the purposes of this Draft EIR, 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). As such, the potential to physically divide a community or displace portions of a community is not expected and the RTP would not be in conflict with existing or draft general plan policies.

In addition, Mitigation Measure 3.12.1-2 will be revised as follows to address the impact associated with community displacement:

- ✓ ***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.*

Response 3.7:

As stated on page 3-428, "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." Thus, expanding existing wastewater systems to accommodate new needs is contemplated under Impact PU 3.15.2. Only in rural areas would new development possibly result in the construction of on-site wastewater treatment systems.

Further, Mitigation Measure PU 3.15.2-1 already references the application of appropriate mitigation measures to address the impact on wastewater treatment requirements or facilities. Accordingly, the proposed mitigation modifications recommended by the commenter would be redundant of those already provided, and no changes to the mitigation measure are recommended. Further, such impacts to wastewater facilities (if any) resulting from the construction of specific projects must be mitigated by Caltrans, local agencies or other responsible agencies undertaking CEQA review for those specific projects, as noted on Draft Program EIR page 3-428. Such mitigation would include compliance with applicable State Water Resources Control Board (SWRCB) policies and review by the SWRCB, Regional Water Quality Control Board (RWQCB), and by the application of Best Management Practices (BMPs).

Response 3.8:

Transportation facility and land use development construction and operations-related impacts on all populations and communities including low income and minority populations, are addressed throughout the Draft PEIR including Section 3.2 Aesthetics - Impact 3.2.1 through 3.2.3, Section 3.4 Air Quality - Impact

3.4.2, Section 3.11 Hydrology and Water Resources - Impact 3.11.1 and 3.11.3, Section 3.13 Noise - Impact 3.13.2 and 3.14.4, Section 3.15 Public Utilities Other Utilities, and Services Systems - Impact 3.15.1, and Section 3.17 Transportation/Traffic - Impact 3.17.2. Appropriate mitigation measures have been identified and will be the responsibility of local agencies, Caltrans and other responsible agencies as they environmentally assess and construct transportation improvements and future land use developments.

Regarding impacts to EJ communities may be *cumulatively* considerable, 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. In addition, Chapter 5 of the Draft PEIR included an assessment of cumulative impacts. Referencing Page 5-24 of the Draft PEIR, potential cumulative impacts included the following:

Impact SE1: 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 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.

Response 3.9

CEQA does not require, nor does it identify a requirement to analyze social and economic impacts. While many of the transportation projects identified in the Draft PEIR are located near minority and low-income communities and households, that is to be expected in a County that contains a large number of minority and low-income communities. Further, there are a significant number of projects that are expected to provide a *benefit* to these communities in the form of increased and improved transit services and other active transportation systems. It should also be noted that the preferred project alternative is anticipated to provide a better mix of single and multi-family housing units, which would result in increased housing affordability and housing choice which would also benefit these communities.

The preferred project alternative (SCS Scenario D) is consistent with the draft and/or adopted general plans of the cities and the County of Fresno. Each of the communities throughout the County will experience growth and development between 2018 and 2042 considering market conditions, planned land use development, the location of jobs, other amenities, and the provision of adequate and/or enhanced access via a multimodal transportation system. The cities and the County plan for housing and employment development to address a demand and to ensure that the growth is logical, justified, and enhances the quality of life within the County.

Section 3.12 Land Use, Planning and Recreation, addresses compliance with adopted local plans and policies including the Housing Elements of General Plans. The Housing Elements address Regional Housing Needs Allocation (RHNA) goals, policies and the allocations of housing by income group including low income and very low income housing needs prepared by Fresno COG and approved by the State Department of Housing and Community Development (HCD). A majority of these Housing Elements (City of Fresno, City of Clovis, Fresno County and 11 of the small cities) have been certified by the HCD. Only two cities (City of Kerman - currently under review by HCD and the City of Orange Cove) are not in compliance. The planned land uses included in the preferred RTP/SCS land use and transportation scenario also reflect a variety of housing densities to accommodate housing needs and are consistent with local general plans adopted by each of the local agencies.

In addition, Fresno COG has been taking positive efforts to contribute to providing a range of housing opportunity for people regardless of their income, race, national origin, religion, sex, disability or familial status. Section 3.16 of the Draft PEIR addresses EJ and Title VI requirements in terms of impacts from the 2018 RTP/SCS. The Regional Context chapter of the RTP/SCS provides mappings of concentrated minority and low-income population. As indicated in the Action Element of the RTP/SCS, Fresno COG's compliance efforts with the Fair Housing Act include COG's own programs such as the Blueprint, Regional Housing Needs Allocation Plan, Circuit Planner and Circuit Engineer Programs, and Measure C Transportation Oriented Development (TOD) program. Fresno COG's efforts can also be demonstrated through its active participation in other state and regional programs such as the Affordable Housing Sustainable Communities program and Fresno County Multi-Jurisdiction Housing Element. Fresno COG is dedicated to working with its member agencies and other government entities in implementing the Fair Housing Act and will be happy to provide any assistance needed to other entities when resources and expertise are available. However, Fresno COG respects the authority of the other government entities and would like to direct your agency to contact respective local governments for direct dialogue regarding their programs such as the Housing Element, Assessment of Fair Housing, SB 2 housing program implementation, and others.

Comment Letter 4. Sequoia Riverlands Trust - 2018 RTP/SCS Draft PEIR

SEQUOIA Riverlands Trust
SERVING LAND and PEOPLE

June 1, 2018

Kristine Cai
Planning Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

RE: Draft 2018 Regional Transportation Plan / Sustainable Communities Strategy and Draft Program Environmental Impact Report

Dear Ms. Cai:

I am writing on behalf of Sequoia Riverlands Trust (SRT) to comment on the Draft 2018 Regional Transportation Plan / Sustainable Communities Strategy (Draft RTP/SCS) and Draft Program Environmental Impact Report (Draft PEIR). SRT is a regional, accredited land trust that inspires love and lasting protection for important lands, including habitat and farmland in Fresno County. We also lead the Southern Sierra Partnership, a coalition of business and conservation organizations that serves a seven million acre region stretching from the Southern San Joaquin Valley to the peaks of the Sierra and Tehachapi Ranges, and including much of Fresno County. In this role, we had the honor of representing environmental stakeholders on the Fresno RTP Roundtable.

Fresno County contains habitat crucial to preserving biodiversity in a changing climate,[1] and is home to some of the most productive farmland and rangeland on the planet, with 2016 crop receipts alone amounting to over $6.1 billion.[2] It is also home to a diverse and rapidly growing human population, many of whom come to Fresno County for its rural character and quality of life. While development patterns in the Southern San Joaquin Valley have historically been

4.1

[1] Southern Sierra Partnership. 2010. Framework for Cooperative Conservation and Climate Adaptation for the Southern Sierra Nevada and Tehachapi Mountains. Retrieved from http://www.southernsierrapartnership.org/ssp-framework.html.
[2] California Department of Food and Agriculture (CDFA). 2016. California County Agricultural Commissioners' Reports. Retrieved from https://www.nass.usda.gov/Statistics_by_State/California/Publications/AgComm/2016/2016cropyearcactb00.pdf.

characterized by low-density growth and disinvestment in existing communities, General Plans adopted by three of the largest communities in Fresno County—the Cities of Fresno,[3] Clovis[4] and Reedley[5]—reflect growing support for conservation and compact growth, and commitments to mitigate the impacts of development on natural and working lands. Though the County's General Plan Revision is still in progress, the most recent draft affirms that "careful land use decision-making is essential to minimizing the conversion of productive agricultural land" and includes new policies to minimize conflict between development and groundwater recharge.[6]

We are grateful to see that the Draft RTP/SCS builds on this progress by using San Joaquin Valley Greenprint layers as constraints to new development in its land use scenario.[7] This best practice sets an example for other MPOs in the region, and results in a land use scenario that reduces conversion of resource areas and farmland compared to the preferred scenario in Fresno's 2014 RTP/SCS.[8] Similarly, we are pleased to see that the Draft RTP/SCS includes policy commitments to "[m]inimize the loss of farmland with regard to construction of transportation projects" and "[a]void or fully mitigate all significant impacts of new transportation facilities on environmentally sensitive areas and natural resources, as feasible."[9]

But we are concerned that the Draft PEIR does not provide adequate mitigation for impacts to agricultural land. In particular, it appears to rely on future action by a committee that has not met since 2015, and it does not specify an appropriate ratio for farmland mitigation.

4.2

[3] City of Fresno. 2014. Fresno General Plan. Retrieved from https://www.fresno.gov/darm/general-plan-development-code/.
[4] City of Clovis. 2014. General Plan—City of Clovis. Retrieved from http://www.ci.clovis.ca.us/Departments-Services/Planning-and-Development/General-Plan.
[5] City of Reedley. 2014. General Plan 2030. Retrieved from http://www.reedley.com/departments/community_development/general_plan_update_2030/?q=general%20plan.
[6] Fresno County. 2017. Draft General Plan Policy Document, 2-39 - 2-40 and Policies OS-A.6 - OS-A.8; Policy OS-A.10.
[7] Draft RTP/SCS, 3-15 – 3-16.
[8] Fresno COG joins a growing group of MPOs in adopting this practice, including the Tulare County Association of Governments (TCAG), which used San Joaquin Valley Greenprint layers as constraints to development in its 2014 and 2018 scenarios, and the Santa Barbara County Association of Governments (SBCAG), which used "Regional Greenprint" natural resource layers as constraints to development in its 2013 and 2017 scenarios. See Livingston, 2016. Sustainable Communities Strategies and Conservation: Results from the First Round and Policy Recommendations for Future Rounds. Retrieved from http://www.southernsierrapartnership.org/scs-policy-report.html. See also TCAG, 2018. Draft Regional Transportation Plan and Sustainable Communities Strategy. Retrieved from http://www.tularecog.org/rtp2018/; SBCAG, 2017. Fast Forward 2040 Regional Transportation Plan - Sustainable Communities Strategy. Retrieved from http://www.sbcag.org/documents.html#planning.
[9] Draft RTP/SCS, 2-7 and 2-8.

Measure AG 3.3.1-1 notes that, following adoption of the 2014 RTP/SCS, the Fresno COG Policy Board directed the Policy Advisory Committee (PAC) to form a subcommittee on agricultural mitigation measures.[10] The subcommittee—the Ad-hoc Committee on Transportation Project Ag Mitigation—was charged with developing "a methodology to help implementing agencies quantify the conversion of [important farmland] associated with their proposed projects," and "a methodology for implementing agencies to consider preservation ratios to minimize loss of [important farmland]; and coordinate efforts to provide a mechanism for preservation activities."[11] But Measure AG 3.3.1-1 incorrectly states that this subcommittee "is currently ongoing," and appears to rely on future action by the subcommittee to meet mitigation requirements.

4.2 Cont.

The Ad-hoc Committee met on a monthly basis from February 26th, 2015 until July 22nd, 2015. At its final meeting, it produced a set of seven recommendations, including a policy of "[m]inimiz[ing] the loss of farmland with regard to construction of transportation projects" and establishment of "scoring criteria to minimize the loss of prime farmland, unique farmland, farmland of statewide importance and farmland of local importance consistent with the recommended policy."[12] The Ad-hoc Committee also recommended that COG staff

> further work to identify specifics with member agency technical and administrative staff, to analyze and further address the additional language found within the certified 2014 RTP/SCS EIR regarding agricultural resources, which reads:
>
> - 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.[13]

To the best of SRT's knowledge, however, the Ad-hoc Committee has not reconvened since 2015, and Fresno COG has not otherwise developed a methodology to implement minimum ratios for farmland mitigation.

We would respectfully recommend that the Draft PEIR be amended to take this into account. In particular, we would encourage Fresno COG to follow the example of multiple MPOs that have

[10] Draft PEIR, Mitigation Measure AG 3.3.1-1.
[11] Draft PEIR, Mitigation Measure AG 3.3.1-1.
[12] Fresno COG. 2016. Ad-Hoc Mitigation Committee White Paper. Retrieved from http://agendas.fresnocog.org/itemAttachments/298/ITEM_II_A_Ag_Ad-hoc_Committee_Updated_White_Paper_January_2016.pdf.
[13] Fresno COG, 2016.

recommended or mandated 1:1 farmland mitigation for RTP projects.[14] Specifying a mitigation ratio would also match Fresno COG's approach to habitat mitigation,[15] lending the PEIR greater internal consistency.

More broadly, we urge Fresno COG to develop a more comprehensive and integrated approach to minimizing the loss of agricultural land associated with transportation projects. Other MPOs have already specified farmland mitigation ratios or established regional advance mitigation planning (RAMP) programs. Fresno COG member agencies, such as the City of Fresno, have adopted farmland mitigation requirements in a land use context. Fresno COG can and should provide more specific guidance on farmland mitigation for transportation projects. Should the COG wish to explore this further, SRT would be happy to offer examples and guidance, and to assist with implementation.

4.3

We look forward to your responses on these points, and appreciate your consideration.

Sincerely,

Adam Livingston

Adam Livingston
Director of Planning and Policy
Sequoia Riverlands Trust

[14] In the first round, 1:1 farmland mitigation was required or recommended by MPOs in six regions, including Sacramento, the Bay Area, San Joaquin County, Tulare County, Kings County and the Monterey Bay Area. In addition, Kern COG endorsed ratios "such as" 1:1. Livingston, 2016.

[15] See Draft PEIR, Mitigation Measure BR 3.5.1-13 (providing that sensitive habitats and special status plant species "shall be restored and augmented . . . at a 1.1:1 ratio" for temporary impacts, and "at a 3:1 ratio as close as possible to the site of the impact" for permanent impacts).

4

Response 4.1:

Thank you for your comment. The comment provides background information on land use planning in Fresno County, and does not provide specific comments about the PEIR. Accordingly, no further response is required. (See State CEQA Guidelines, § 15088(a).)

Response 4.2:

Ad Hoc Committee Status

The sequence of events leading to formation and conduct of Ad-hoc Committee meetings is summarized below. During the first meetings, there was considerable discussion relating to the overall charge and scope of the Committee. Specifically, the question was posed: does the Policy Board wish for the Committee to look at potential mitigation policies relating to only transportation projects, as recommended by PAC Sub-Committee and full PAC; or to address potential mitigation policies from a broader SCS context? At the April 30, 2015 Fresno COG Policy Board Meeting, after individual review of the March 2015 version of the "Fresno COG Ag Mitigation Ad-hoc Committee White Paper" with their respective staff and administrations, the Ad-hoc Committee provided unanimous re-affirmation of their original direction (from May 2014). In-line with the Pac Sub-Committee and full PAC recommendations for such, the Ad-hoc Committee's scope is to "…identify potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities," for consideration by individual local agencies.

With the above clarification given by the Board, the Committee moved forward with the formulation of proposed policies and actions. On July 22, 2015, the Committee acted on seven individual items, containing a recommended policy, implementation activities, and additional general recommendations to direct Fresno COG assistance efforts and future activities, all of which are listed below. All attending agencies, minus the County, voted in support of Items 1 through 6; and complete consensus amongst all attending agencies was given for Item 7. Following additional discussions, plus mapping and data analysis with County staff, support for Items 1 through 6 was also ultimately reached – resulting in unanimous support for all 7 of the Committee's deliverables, as notated below:

Policy

1. It is recommended that Fresno COG adopt the following policy: <u>It is the policy of the Fresno Council of Governments that the construction of transportation projects minimize the loss of farmland.</u>

Implementation

2. It is recommended that member agencies submitting projects for inclusion in the Regional Transportation Plan (RTP) shall indicate that the agency will address the recommended Fresno COG policy at the project level.

3. It is recommended that member agencies be responsible for addressing the above recommended policy in their project specific environmental review.
4. It is recommended that at the scoring/programing level of project review, Fresno COG shall address agricultural land impacts by establishing scoring criteria (established within the appropriate scoring committee) to minimize the loss of prime farmland, unique farmland, farmland of statewide importance and farmland of local importance consistent with the recommended policy.

General Recommendations

COG Assistance

5. It is recommended that the Fresno COG assist member agencies, when requested, with mapping resources related to agricultural lands.
6. It is recommended that Fresno COG shall assist member agencies by maintaining, through resources such as the Planners Tool Kit or county data bases, information about agricultural land preservation best practices.

   The Committee delivers the above recommendations for the Policy Board's consideration, which are intended to directly address the agricultural resource mitigation measure identified in the 2014 RTP/SCS EIR, which reads:

   - 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; and

Future Activities

7. It is further recommended that Fresno COG staff make a presentation at both the TTC and PAC (took place in January 2016) to discuss current methodologies, ratios, policies and efforts utilized by local agencies within Fresno County, and further work to identify specifics with member agency technical and administrative staff, to analyze and further address the additional language found within the certified 2014 RTP/SCS EIR regarding agricultural resources, which reads:

   - 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.

     Following the presentation, the PAC may elect to convene the member agencies to further discuss preservation ratios and/or preservation activities considered to be best practices or may elect for the presentation to be given to the Policy Board as is. Following the PAC's direction, staff will then report back to the Policy Board concerning the Committee's overall activities, including methodologies discussed, and present them for individual agency consideration.

Additional Background

As the region's transportation planning agency, Fresno COG has the responsibility to work with each jurisdiction to assist in the planning and delivery of the transportation projects that each agency's governing body has identified as needed and desired within their community, while also being mindful of how each project integrates into the current system region-wide. Due to the regional nature of the work, and additional responsibilities introduced with SB 375, Fresno COG discussions must also consider related issues and items that interface with transportation; this is referred to as integrated planning. Amongst the largest challenge to integrated planning as required by SB 375 is the need to discuss policies and programs that involve multiple jurisdictions and levels of authority. Regulations that detail the region's transportation planning and programming process are overseen by the Fresno COG Policy Board. The authority to make land use policy decisions, however, belongs to local land use agencies; i.e. the cities and county. Policies relating to land use, including those that may relate to the preservation of resource/agricultural lands, are found within a respective jurisdictions general plan. Each of these respective plans have gone through an environmental review, a public approval process, and have been properly vetted by that jurisdictions governing board to ensure the items contained within it are administratively accurate, and amenable to the local elected officials placed to oversee that jurisdiction. These plans address ag/resource lands in varying degrees.

Adoption of Farmland Mitigation Ratios

On January 15, 2016, Fresno COG Staff delivered the final recommendations, as notated above, to both the TTC and the PAC. Both groups unanimously accepted the January 2016 Whitepaper (above content) detailing the background of the recommended policy, implementation activities, and additional general recommendations formulated by the Ag Ad-hoc Committee. Furthermore, the PAC unanimously recommended that the Policy Board adopt the recommended policy, implementation and general recommendations notated within the document; and accept the documentation and presentation given by COG staff regarding preservation ratios and/or activities considered to be best practice for consideration by their individual agencies. On January 28, 2016, the Fresno COG Policy Board unanimously accepted the recommendation of the PAC, officially adopting the recommended policy, implementation activities and additional recommendations formulated by the Ag Ad-hoc Committee.

Suggestion to Adopt a More Comprehensive and Integrated Approach to Minimizing the Loss of Agricultural Lands Via RAMP and Other Programs.

As a result of the above overview, Mitigation Measure AG 3.3.1-1related to the conversion of farmland will be revised as follows:

- ✓ ***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.*

Response 4.3

It is not feasible for Fresno COG to develop mitigation ratios that the 16 local agencies in Fresno County would follow to mitigate impacts on prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance. Each of the local agencies have authority to address appropriate mitigation through their general plan policies and through appropriate mitigtion in project-specific environmental documents. As an example, the cities of Clovis and Fresno have adopted 1:1 ratios for farmland preservation. Additionally, the City of Reedley's General Plan includes a policy to adopt a 1:1 preservation ratio as part of their Farmland Preservation Plan, which the City will begin developing this summer.

Additionally, Mitigation Measure AG 3.3.1-4 already provides that, "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." Accordingly, and consistent with the Committee's recommendation, Fresno COG does provide guidance on potentially feasible farmland mitigation, including recommending that local agencies establish conservation easement programs or enrollment into the Williamson Act program.

Comment Letter 5. State of California Department of Transportation, District 6

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California way of life

June 4, 2018

Mr. Tony Boren
Executive Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren:

Thank you for the opportunity to review the Fresno Council of Governments (FCOG) Draft 2018-2042 Regional Transportation Plan (RTP). Caltrans, at District 6 and various divisions within our Department have reviewed the Draft RTP and collectively offers the following comments.

TRANSPORTATION PLANNING-DISTRICT 6

FCOG has demonstrated a strong commitment to support their 20-year planning horizon with focus on the region's transportation options, sustainable growth, economy, improving air quality and building healthier communities. With the distribution of their Public Outreach Strategy helped provide a detailed approach to enlist public participation during each step of the RTP process.

FCOG addresses the four main required elements: Policy Element, Sustainable Communities Strategy (SCS), Action Element and Financial Element which conforms to the RTP Guidelines adopted by the California Transportation Commission (CTC) pursuant to Government Code 65080(d). This plan assesses all forms of transportation available in the County of Fresno as well as travel and goods movement needs through 2042.

5.1

FCOG is commended for their efforts in adopting their proposed scenarios and outcomes for their SCS. The Fresno COG Policy Board adopted Scenario D as the Preferred SCS scenario in November 2017. This scenario meets the 2035 GHG reduction target, high investment in road maintenance, assumes balanced growth patterns, land use strategies, and improvements in farmland conservation. Caltrans encourages FCOG to continue to apply for funding resources to further study climate resilience issues in the Fresno region.

FCOG has established an on-going partnership with federal, state, local partners, and stakeholders to consult and cooperate with the public to assist in understanding issues, options, and solutions. FCOG's Public Participation Plan was adopted on July 28, 2016, and has provided direction, participation requirements, strategies and techniques to improve public

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contribution in this RTP process. The creation of an Environmental Justice Subcommittee provided a full, diverse and equitable representation of Disadvantages Communities and Environmental Justice groups working together to discuss options and solutions to shape the development of the RTP.

The RTP is consistent in demonstrating programming and operations in the development of Intelligent Transportation Systems, identifying methods for measuring its transportation performance and listing constrained and un-constrained projects. Through the Financial element, funding of revenue sources is outlined for the regions planned transportations investments. Ongoing operations and maintenance through resources from MAP-21, FAST Act, Measure C, CMAQ and the new Senate Bill 1 (SB1) (The Road Repair and Accountability Act of 2017) have provided additional funding for transportation projects.

FCOG is commended for their efforts in applying for SB1 - Caltrans Sustainable Transportation Planning Grants and being successful in receiving several awards in Sustainable Transportation Planning, Strategic Partnership and Adaptation grants.

5.1 Cont.

FCOG in partnership with Fresno County Rural Transit Agency (FCRTA) are commended for their continued transit efforts for the County of Fresno. FCRTA continues to be in the forefront of establishing public transit service to rural communities throughout the County of Fresno. FCRTA has enhanced mobility for many of whom lack transportation and need access to jobs, education, and medical services outside their primary area of residence. In continuing their support for sustainable transportation FCRTA, California Energy Commission, CALSTART, Valley Air District and Caltrans celebrated the completion of 13 electric vehicle charging stations that are now open to the public to charge their electric vehicles. It also includes back up energy storage for emergency services. FCRTA selected Envision Solar's EVARC product, which provides EV charging that is solar powered. Furthermore, these stations are located in all 13 of Fresno County's rural, and often disadvantaged communities. FCRTA continues to find ways to help the transit rider where the agency also installed solar-powered bus shelters to existing benches that lack shade and are also located in rural and disadvantaged areas.

ENVIRONMENTAL ANALYSIS BRANCH-DISTRICT 6

All instances of "can" and "should" where the avoidance, mitigation, or minimization measures are required should be replaced with "shall." For example: HW 3.11.3 – The language in the mitigation section stating the project sponsor "can and should obtain all necessary regulatory permits" should be changed to "the project sponsor shall obtain all necessary regulatory permits…"

5.2

Draft Program Environmental Impact Report, Page 3-121:
Clarify where in the Migratory Bird Treaty Act does it states that it requires project-related activities be reduced or eliminated at active nesting territories. Also, define what is considered an "active nesting territory."

5.3

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Page 3

Additional guidance was provided by the Department of the Interior regarding the Migratory Bird Treaty Act in December 2017. The subject of the memorandum is "The Migratory Bird Treaty Act Does Not Prohibit Incidental Take" in which you will find very specific detail regarding what the Migratory Bird Treaty Act covers.

Draft Program Environmental Impact Report, Page 3-145:
The Valley elderberry longhorn beetle does not occur in Fresno county. 5.4

Draft Program Environmental Impact Report, Page 3-148:
BR 3.5.1-3 – Biological study areas should not be limited in scope to the project impact area but should be broad enough to survey for all species that have the potential to traverse the project limits. 5.5

BR 3.5.1-5 – Should be clarified to include sensitive habitat. 5.6

Draft Program Environmental Impact Report, Page 3-149:
BR 3.5.1-9 - This measure should be revised to account for the possibility that nesting or attempted nesting can be reasonably anticipated to occur between February 1st and September 30th. 5.7

BR 3.5.1-13 – Mitigation should be determined in consultation with the regulatory agencies. 5.8

Draft Program Environmental Impact Report, Page 3-150:
BR 3.5.1-17 – Additional clarification is requested to explain how road noise minimization with brush and tree planting can effectively mitigate habitat modifications. Furthermore, there are many studies that indicate that vegetative barriers do not significantly reduce road noise. A study supported by the Federal Highway Administration concluded that highway traffic noise was effectively reduced between 3 to 5 dBA by typical belt forests 10 to 30 meters in width. Given the current drought conditions in California, the limited right of way and the minor reduction in noise levels is the planting of up to 30 meters of vegetation a reasonable and effective mitigation measure for noise impacts to threatened and endangered species. 5.9

Draft Program Environmental Impact Report, Page 3-229:
CTR 3.7.2-5 - The statement does not appear to accurately reflect the Cultural Resources Management process under CEQA. 5.10

Draft Program Environmental Impact Report, Page 3-230:
CTR 3.7.2-6 - The statement does not appear to accurately reflect the Cultural Resources Management process under CEQA. 5.11

CTR 3.7.3 – Does not address mitigation for paleontological resources or unique geological features, nor does it address the significance of those impacts. 5.12

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

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Page 4

Draft Program Environmental Impact Report, Page 3-322:
HW 3.11.3 – The California Coastal Commission is listed as a regulatory agency in this section. Fresno County does not fall within the jurisdiction of the California Coastal Commission. 5.13

Draft Program Environmental Impact Report, Page 3-151:
Other birds of prey occur within Fresno County including the red tailed and red shouldered hawks. Hawks nests are not limited to the foothills, as known nests occur along State Route 99 in the large eucalyptus trees in the southern part of the county and all throughout the county for that matter. 5.14

The following figures of version 2-2, 2-3, 2-7, 2-8, 2-10, 2-20, 2-21, 3-15, 4-12 were not legible due to figure being too small to read. 5.15

Unable to read the electronic version of Tables 4-1 and 4-3,

OFFICE OF TRAFFIC OPERATIONS-DISTRICT 6

Draft Policies: Policies of the Plan, Page 2-5:
In Tables 2-1A and 2-1B, there does not appear to be any mention of private developments mitigating their impacts on the transportation network. If private developments do not mitigate their direct impacts or their cumulative impacts, then the operation of the transportation network could degrade. This, in turn, would lead to an increase of greenhouse gas emissions. Government agencies usually lack funding to mitigate such traffic impacts, so it becomes important that private development mitigate their impacts. 5.16

Draft Policies: Policies of the Plan, Page 2-8:
In Tables 2-1E and 2-1F, under policies, there does not appear to be any mention of access management. With proper access management, the operation of a roadway segment could be optimized. Poor access management could contribute to the poor flow of traffic through a segment. This, in turn, could lead to an increase of greenhouse gas emissions. 5.17

Draft Policies: Policies of the Plan, Page 2-9:
In Table 2-1G, under policies, there does not appear to be a mention of encouraging companies that maintain large fleets of vehicles to convert to zero emission vehicles. This could also be expanded to include the installation of solar panels for charging the fleet vehicles. 5.18

Draft Policies: Policies of the Plan, Page 2-11:
In Tables 2-2A and 2-2B, under policies, there does not appear to be any mention of the use of new traffic stripe specifications and new traffic markers that are specifically designed to assist autonomous driving vehicles. As technology improves, autonomous driving vehicles should improve the safety and operation of the transportation network. This would thus lead to fewer accidents and less congestion. 5.19

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

Draft Policies: Policies of the Plan, Page 2-11:
In Table 2-2D, under policies, it is recommended that there should be a specific mention of the *California Department of Transportation Highway Design Manual*. There should also be specific mention of the *California Manual on Uniform Traffic Control Devices*, *AASHTO Roadside Design Guide*, and *TRB Access Management*. 5.20

OFFICE OF REGIONAL PLANNING–HEADQUARTERS

The Office of Regional Planning, Regional Coordination Branch has reviewed the FCOG's Draft 2018 Regional Transportation Plan (RTP) and Environmental Impact Document (EIR). We offer the following comments:

FCOG is commended for: 5.21

- Developing a 2018 RTP that is very clear, interesting to read, well supported with a documented public involvement process, and rich with graphics and illustrations;
- Providing an in-depth look at the *Policies: Foundations of the Plan* which clearly lays out the Goals, Objectives and Policies of the 2018 RTP
- Executing a robust public participation plan with many nodes of access for input throughout the development of the plan.

Multimodal Discussion:

#10, Goods Movement, Page 4-2:
This could be expanded on to include more *Overview, Accomplishments and Needs Assessment* to better inform the public and better address future needs within the region. 5.22

Financial:

#9 Specific Financial Strategies, Page 4-81:
This section lists TCMs and technology-based measures but does not "address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented." Please insert more precise financial strategies that could be implemented. 5.23

Minor Edits:

Page 4-64 – typo in the first "the" under Overview
Page 4-81 – typo in first sentence "tdesignated"
Page 4-81 – typo in (vi) "frfringe" 5.24

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OFFICE OF SMART MOBILITY AND CLIMATE CHANGE-HEADQUARTERS

The Smart Mobility and Active Transportation Branch champions smart mobility, complete streets, and the state's first bicycle and pedestrian plan, Toward an Active California. We are supportive of community design that is regionally accessible, equitable, and environmentally friendly. We therefore promote active transportation, public transportation, urban-infill development, and urban form. The comments below are made with this ethic in mind. 5.25

General Comments:

FCOG should coordinate with Caltrans' Division of Rail and Mass Transportation and the CA High Speed Rail Authority regarding the buildout of the high-speed rail Phase 1, including the integration of housing, transportation, jobs, and services around high speed rail stations. We encourage the development of urban, location-efficient, mixed-use communities with high population and job density centered around all high-speed rail stations. 5.26

Chapter 2 Comments:

The Vision for 2042 should include the word "equitable" to address the findings in Chapter 1 related to the County's unemployment rate, educational attainment, and median household income. 5.27

Referring to Page 2-4, Active Transportation Goals: Improved bicycle and pedestrian safety through education and enforcement- the language should include the word 'engineering', as roadway design to encourage walking and bicycling will improve the safety of vulnerable road users. 5.28

Table 2-1B: General Transportation Multimodal System - Future Travel Demands & Financial: No direct objectives for active transportation except inferred in SB375 related Goal. Two policies call out active transportation and complete streets. In general, it appears more emphasis could be placed on active transportation and complete streets in this section; referring to Table 2-1B: General Transportation Multimodal System - Future Travel Demands & Financial, there appears to be no direct objectives for active transportation except inferred in SB375 related goals. Two policies call out active transportation and complete streets. 5.29

Chapter 3 Comments:

We are supportive of the 12 adopted Smart Growth principles listed and encourage FCOG to be a leader in Fresno County for the development of these sustainability solutions.

Referring to Figure 3-22, it appears FCOG's proposed investments prioritize increasing automobile capacity, as this is the highest-expenditure item. We would encourage FCOG to re-allocate more funds toward transportation modes that will integrate with the state's investment in high speed rail- including active transportation (bicycle and pedestrian) and public transit projects and programs. 5.30

We are supportive of the regional Bus Rapid Transit network proposal and proposed Active Transportation investments; and as such, would encourage more spending in these categories, especially as they relate to future high-speed rail stations and transit-oriented developments.

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The Transportation Demand Management Strategies neglect to include walking, bicycling and transit strategies. We encourage including concepts including bicycle end-of-trip facilities in office buildings; public transit subsidies for employees; walking and bicycling commuter benefits; and other strategies to improve the Transportation Demand Management strategies listed. 5.31

We are supportive of the development of the regional active transportation network, including the proposed 280 bike lane miles and 500 miles of sidewalk to be added by the end of 2042. We would encourage consideration of regional Class IV separated bikeways, per the Fresno and Clovis Class IV Bikeway Feasibility Study findings. We would also support prioritizing the construction of active transportation facilities sooner than 2042. 5.32

OFFICE OF STATE PLANNING (OSP)-HEADQUARTERS

We appreciate the opportunity to review and provide comments on the 2018 FCOG's RTP. OSP would like to provide the following comments for you to take into consideration.

Chapter 1, page 1-2:
Change 'comuter' to 'computer'. 5.33

Under computer modeling, it may be profitable to allude to where in the RTP modeling will more extensively be discussed.

Environmental Setting and Existing Air Quality Conditions page 128: 5.34
This information could also be moved to the Regional Setting section.

Page 1-4:
The word 'nation' is found capitalized and not capitalized on this page. 5.35

It is recommended to add at the end of each these comparisons. For example, the county's unemployment rate was x in contrast to y for the state and z for the nation, respectively.

Figure 1-4, page 1-5:
Reorient the pie chart or use white text on some of the darker sections so that it is easier to read. 5.36

Page 1-8: 5.37
Please explain what is the Planning center?

Employment Forecast, fourth paragraph, page 1-9:
Please add a space between 'acre' and 'Employment' was forecast… 5.38

The second sentence should be cited when explaining forecast by ADE. Being used by State of California Employment Development Department, Wood and Poole, and Caltrans.

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Chapter 2 page 2-5:
Goals, objectives and policies align beautifully with CTP 2040. 5.39

Chapter 3 page 3-3:
Top of page, 'timeline' is cut off.

Paragraphs under SCS Co-benefits are outlined beautifully, outlining ways to increase livability and how comprehensively designed and managed spaces can help achieve these objectives 5.40

Chapter 3 page 3-5:
Providing detailed methods on how FCOG will address these GHG targets will be instrumental for urban areas throughout the state struggling to meet their GHG/VMT reduction targets. 5.41

Chapter 3 page 3-6:
How was ADE selected? What criteria was used? 5.42

Chapter 3 page 3-20:
It is recommended to use a better layout for the pie graph so that it is easier to read. 5.43

Chapter 3 page 3-24:
Great call outs to local and regional partners doing innovative work. Provides best practices or 'what is in it for me' for local partners. 5.44

Chapter 3 page 3-25:
Under Public Outreach, using the language like 'assist', 'inform', or 'obtain' promotes top-down planning approaches. Presenting does not entail innovative outreach. Please indicate in these paragraphs if the public had an active say on the development of the SCS? 5.45

Thank you for considering our comments for inclusion of the Final FCOG 2018 Regional Transportation Plan. FCOG is praised for their continued partnership with Caltrans and for their public and stakeholder involvement by demonstrating their strategy in emission-reduction targets, analyzing projected growth, housing needs, and improving transportation in their region. If you have any questions, please contact me at (559) 445-5421.

Sincerely,

Lorena Mendibles

LORENA MENDIBLES
Associate Transportation Planner
Transportation Planning-North

c: Gail Miller, Michael Navarro, Shane Gunn, David Garza, Albert Lee, Caltrans-D6
Erin Thompson, Caleb Brock, Ann Mahaney, Dustin Foster, Brian Bulaya,
Caltrans-HQ's

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

Response 5.1:

Comment noted. Thank you for your support. As the comments do not raise any adverse environmental issues, no further response is required pursuant to State CEQA Guidelines § 15088(a).

Response 5.2:

Fresno COG does not have the legal authority to force implementing agencies to adopt and implement mitigation measures listed in Chapters 3 and 5 of the Draft PEIR. Fresno COG has specific responsibilities as stated in the Fresno COG Joint Powers Agreement (JPA) approved originally on March 25, 1976 and limits Fresno COG's authority. The JPA specifically states that "planning concerns in the County of Fresno, and the solution to such concerns often transcend municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments." It is because Fresno COG lacks legal authority to guarantee enforcement of mitigation measures by the separate public agencies that may implement future projects, that Fresno COG took the conservative approach in its Program EIR and concluded that the implementation of the RTP *may* result in potentially significant impacts to a variety of resource areas.

Although, Fresno COG cannot guarantee that local agencies will comply with the mitigation measures, Fresno COG has proposed a suite of mitigation measures that encourage local agencies and Caltrans or other affected and responsible agencies to design and construct transportation improvement projects and future land use developments included in the RTP/SCS in a manner that minimizes potential environmental impacts to the fullest extent feasible.

Response 5.3:

Fresno COG acknowledges that the description on Page 3-121 can be amended to better reflect requirements of the Migratory Bird Treaty Act (MBTA) of 2017 and considering the December 2017 Guidance referenced in your comment letter. The following paragraph will replace the current description:

The MBTA (16 U.S. Code, § 703 et seq.) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union (now Russia) and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (50 Code, Fed. Regs., § 10 & § 21). Most actions that result in taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird-banding, and other similar activities. The United States Fish and Wildlife Service

(USFWS) is responsible for overseeing compliance with the MBTA, and the U.S. Department of Agriculture's Animal Damage Control Officer makes recommendations on related animal protection issues.

According to the California Department of Fish and Wildlife (CDFW), a nest is a structure or site under construction or preparation, constructed or prepared, or being used by a bird for the purpose of incubating eggs or rearing young. Perching sites and screening vegetation are not part of the nest. An Active Nest is a nest, as defined in 681.2(a), once birds begin constructing, preparing or using a nest for egg-laying. A nest is no longer an "active nest" if abandoned by the adult birds or once nestlings or fledglings are no longer dependent on the nest.

Response 5.4:

Comment acknowledged. The Valley Elderberry Longhorn Beatle will be removed from Table 3-53.

Response 5.5:

Comment acknowledged. For clarification, the following Mitigation Measure BR 3.5.1-3 will be revised to address the concern about off-site species crossing over into project areas.

- ✓ ***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.*

Response 5.6:

Comment acknowledged. Mitigation Measure BR 3.5.1-5 will be revised as follows:

- ✓ ***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.*

Response 5.7:

Comment acknowledged. Mitigation Measure BR 3.5.1-9 will be revised as follows:

- ✓ ***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.

Response 5.8:

Comment acknowledged. Mitigation Measure BR 3.5.1-13 will be revised as follows:

- ✓ ***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.*

Response 5.9:

Comment acknowledged. Mitigation Measure BR 3.5.1-17 will be revised as follows:

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.

Response 5.10:

Comment acknowledged. The following revised mitigation measure has been revised to reflect the Cultural Resources Management process. Mitigation Measure CTR 3.7.2-5 will be revised as follows:

- ✓ ***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 Center for Regional Heritage Research (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 Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.*

Response 5.11:

Comment acknowledged. The following revised mitigation measure has been revised to reflect the Cultural Resources Management process. Mitigation Measure CTR 3.7.2-6 will be revised as follows:

- ✓ ***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.*

Response 5.12:

Comment acknowledged. The following revised mitigation measures reflect paleo or unique features and the significance of those impacts. Impact CTR 3.7.3 on Page 3-230 addresses paleo and unique feature impacts and is revised as noted below to provide for further clarification and Mitigation Measures will be replaced as follows:

Impact CTR 3.7.3 *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.*

Mitigation Measures CTR 3.7.3-1 through CTR 3.7.3-3 will be replaced with the following mitigation measure*:*

- ✓ ***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.*

Response 5.13:

Comment acknowledged. The California Coastal Commission will be removed from Mitigation Measure HW 3.11.3-1 in the Draft PEIR.

Response 5.14:

Comment acknowledged. Potential impact and appropriate mitigation measures are included in the Draft PEIR that address impacts to raptors beginning on page 3-147, Impact 3.5.1 and associated mitigation measures and significance finding, Page 3-151, Impact 3.5.2 and associated mitigation measures and significance finding, and Page 3-154, Impact 3.5.4 and associated mitigation measures and significance finding. As a result, the Red Tailed Hawk and the Red Shouldered Hawk will be added to Table 3-53 in the Draft PEIR.

Response 5.15:

Comment acknowledged. Most of the tables and figures are also provided in the 2018 RTP/SCS, which is incorporated by reference in the Draft PEIR. The tables and figures replaced are provided in the Draft PEIR as additional reference. The clarity of affected tables and figures not affect the technical outcome of the analysis. Draft PEIR figures (Figures 2-2, 2-3, 2-7, 2-8, 2-10, 2-20, 2-21, 3-15, and 4-12) and tables (Tables 4-2 and 4-3) were checked for clarity. Figures 2-2, 2-3, 2-7, 2-8, 2-10, 3-15, and 4-12 will be replaced to provide for better clarity Figures 2-20 and 2-21 are clear and readable. Tables 4-2 and 4-3 in the Draft PEIR are configured for print on 11X17 format and are clear and readable once printed.

Response 5.16:

Thank you for your comment. Fresno COG respects the local agencies' individual policies regarding transportation mitigation from new development and believes the existing policy in Table 2-1F is sufficient to address this issue: "Work closely with local land use agencies to ensure that land use planning is coordinated with transportation planning to mitigate the traffic impacts of new development to the greatest degree feasible." Fresno COG also administrates the Regional Transportation Mitigation Fee (RTMF) program, which is an important part of the Measure "C" Extension approved by Fresno County voters in 2006. The RTMF is intended to ensure that future development contributes to its fair share towards the cost of infrastructure to mitigate the cumulative, indirect regional transportation impacts of new growth in a manner consistent with the provisions of the State of California Mitigation Fee Act. The fees will help fund improvements needed to maintain the target level of service in the face of higher traffic volumes brought on by new developments.

Finally, it would be speculative at this time for Fresno COG to predict which developments may be proposed at future dates or what densities/uses/traffic generation those projects may involve. Therefore, any further analysis of this issue is not required. (State CEQA Guidelines § 15145.)

Response 5.17:

Fresno COG will add the following policy to Table 2-1 F: "Encourage jurisdictions to incorporate access management principles into transportation and land use planning."

Response 5.18:

The existing policies in Table 2-1 G support zero emission vehicles. Specifically, existing policies include "Encourage non-single occupancy and lower/zero emission vehicle as preferred alternatives," and "Support the development of infrastructure required for alternative fueled vehicles as well as zero emission vehicles." Regarding large fleets specifically, Fresno COG will add the following policy to Table 2-1 G: "Encourage companies that maintain large fleets of vehicles to convert to zero emission vehicles and consider installation of solar panels for charging the fleet vehicles."

Response 5.19:

Fresno COG will add the following policy to Table 2-2A, under the Objective to maintain an efficient highway, street and road network that will allow for effective movement of people and goods: "Encourage jurisdictions to consider implementation of new traffic stripe specifications and markers designed to assist autonomous driving vehicles."

Response 20:

The existing policies in Table 2-2D include "Support and encourage member agencies to implement their Best Management Practices (BPM) for maintaining local streets and roads." Fresno COG will also add the following policy to Table 2-2D: "Encourage jurisdictions to utilize design and operation guides, such as the California Department of Transportation Highway Design Manual, the California Manual on Uniform Traffic Control Devices, the American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide, and the Transportation Research Board (TRB) Access Management Manual."

Response 5.21:

Comment noted. Thank you. As the comments do not raise any adverse environmental issues, no further response is required pursuant to State CEQA Guidelines § 15088(a).

Response 5.22:

Moving People and Goods provides an introduction to the Action Element of the RTP. As stated on page 4-2, "the Action Element provides direction about the MPO's and other agencies' roles and responsibilities as RTP projects and policies are established. It consists of short- and long-term activities that address regional transportation issues and needs. The first section demonstrates the relationship between transportation modes." Each mode is then addressed along with other transportation and air quality strategies, as listed below: Introduction: Moving People and Goods: Section 4.1; Multimodal: Section 4.2; Highways, Streets, and Roads: Section 4.3; Urban Mass Transportation: Section 4.4; Rural Area Public Transportation & Social Service Transportation: Section 4.5; Aviation: Section 4.6; Active Transportation: Section 4.7; Rail: Section 4.8; Specific Transportation Strategies and Management Systems: Section 4.9; Air Quality: Section 4.10; and Integrated Land Use-Transportation Planning 4.11." Each mode or transportation strategy includes an inventory of the existing system, an assessment of needs, and proposed actions.

The comment states that this could be expanded to include more Overview, Accomplishments and Needs Assessment, however, the comment does not provide suggestions as to how the discussion of each mode could be expanded and what additional information should be included. The comment thus does not provide the factual support for the conclusion. Under CEQA, the lead agency is obligated to respond to timely comments with "good faith, reasoned analysis" (CEQA Guidelines § 15088(c)). These responses "shall describe the disposition of the significant environmental issues raised…[and] giv[e] reasons why specific comments and suggestions were not accepted" (CEQA Guidelines § 15088(c)). To the extent that specific comments and suggestions are not made, specific responses cannot be provided and, indeed, are not required (Browning-Ferris Industries of California, Inc. v. City Council of the City of San Jose [1986] 181 Cal.App.3d 852 [Where a general comment is made, a general response is sufficient]).

Specific to Goods Movement in the Multimodal discussion, the Goods Movement is addressed in more detail in various sections throughout the Action Element. The Multimodal section 4.2 addresses an overview, accomplishments and needs assessment of the Goods Movement on pages 4-3 through 4-7. The overview outlines Fresno County's specific characteristics which may affect travel demands, as well as outlines the types of changes necessary to implement a "seamless" multimodal system. The Accomplishments section discusses the 20-year extension of Measure C, the Regional Active Transportation Plan, as well as improvements to the transit system, including airport and rail services. Goods Movement is discussed in detail on pages 4-6 and 4-7, including a citation to the San Joaquin Valley I-5/SR 99 Goods Movement Study, which identifies shovel-ready projects and connector projects. The Goods Movement is also addressed in section 4.3 as it relates to Highways, Streets and Roads on page 4-10 and 4-17 through 4-19.

Response 5.23:

As stated on page 4-82, Transportation Control Measures (TCMs) from applicable SIPs for the San Joaquin Valley region are updated during each Transportation Conformity Analysis. Since the San Joaquin Valley is a multi-pollutant, non-attainment area, a number of SIPs govern TCMs. The applicable SIPs for Carbon Monoxide, Ozone and $PM_{2.5}$ do not contain TCMs for the San Joaquin Valley. Commitments to reduce ozone-related emission are included by reference in the Amended 2003 PM_{10} plan and are approved as TCMs. (RTP/SCS p. 4-82.)

Financial strategies are set forth in Chapter 5 Financing Mobility of the RTP/SCS, which details funding programs considered to be the principal sources available for funding RTP projects. The financial strategy for ensuring implementation of TCMs is administered through the Congestion Mitigation & Air Quality Improvement (CMAQ) program where at least 25% of CMAQ funds must be used on projects that have $PM_{2.5}$ emission reductions, and the rest of the CMAQ funding must be used on projects with other emission reductions (NOx, VOC, or CO). The federal requirements on emission reductions for CMAQ will be added to the Financial Element under the CMAQ section on page 5-3. Participation in the CMAQ program will help ensure applicable TCMs are implemented. The Financial Element also lists transportation enhancement activities and control measures as eligible projects under the Surface Transportation Block Grant Program (STBG) section on page 5-6.

Response 5.24:

These typos have been corrected.

Response 5.25:

Comment noted. Thank you. As the comments do not raise any adverse environmental issues, no further response is required pursuant to State CEQA Guidelines § 15088(a).

Response 5.26:

Thank you for your comment. Fresno COG is working with local and State agencies regarding the buildout of the High-Speed Rail Phase 1. As outlined in Chapter 4.8, Fresno COG is part of a local coalition called Fresno Works, which is working together with the education, labor and business communities to ensure the success of the California High-Speed Rail initiative and its heavy maintenance facility in Fresno County. Fresno COG has also participated in State funded programs to help bring mixed-use development and multimodal improvements to downtown Fresno, such as the Transformative Climate Communities Program and the Affordable Housing and Sustainable Communities Program. City of Fresno has been working on the HSR station plan, which includes land use and transportation planning around the station areas. As described on page 4-31, the RTP also supports further transit investments as the High-Speed Rail

project becomes operational and policy decisions are implemented to support higher-density development, housing and mixed-use projects in downtown.

Response 5.27:

Thank you for the suggestion. The Vision for 2042 was a collective effort developed by the RTP Roundtable and Policy Element Subcommittee in 2017. Staff will bring this suggestion back to those committees for consideration for the 2022 RTP/SCS update, but feel that the Environmental Justice goal, objective, and policies in Table 2-1C address equity sufficiently for the 2018 RTP/SCS.

Response 5.28:

Fresno COG will add "engineering" to the policy to read "Improved bicycle and pedestrian safety through education, engineering and enforcement."

Response 5.29:

Thank you for your comment. The Policy Element addresses complete streets in the following sections:

- ✓ Table 2-1D: General Transportation Planning Outcomes includes the following policy regarding complete streets: During planning processes, seek to ensure that planning efforts are consistent and feasible with planning efforts such as: the Blueprint Planning Principles, Health in All Policies, the Senate Bill 375 (also known as the Sustainable Communities Protection Act of 2008), Caltrans' Complete Streets Program, performance-based planning initiated by MAP-21, California Transportation Plan 2040, and statewide and federal air quality goals, etc."
- ✓ Table 2-1E: General Transportation Regional Transportation Network: "Support and encourage local jurisdictions to adopt Complete Street Policies where feasible."
- ✓ Table 2-1E: General Transportation Regional Transportation Network: "Encourage active transportation projects and public transit that will provide other transportation options than private autos and advance public health."
- ✓ Table 2-5B: Active Transportation Multimodal Continued: "Assist member agencies to implement the Complete Streets Act by incorporating complete street considerations in the Valley-wide Blueprint Implementation Roadmap."

The Policy Element has several sections dedicated to active transportation goals, objectives, and policies on pages 2-13 through 2-15, with Active Transportation Multimodal found in Table 2-5B. We feel these goals, objectives, and policies are sufficient for active transportation.

Response 5.30:

Active transportation projects have received over 400% greater investment in the 2018 RTP compared to the 2011 RTP (Status Quo), illustrating Fresno COG's commitment to investing in active transportation programs. The planning around the High-Speed Rail station is conducted by City of Fresno. Active transportation projects in the HSR station area have been included in the City's Active Transportation Plan and have been submitted to and included in the 2018 RTP/SCS; similarly, transit planning around the HSR station has been conducted by City of Fresno, and such transit service is included in the constrained project list in the 2018 RTP/SCS. Together, active transportation and transit account for approximately 26 percent of the proposed investments in the revenue constrained transportation network in the SCS; as shown in the revised Figure 3-23 on page 3-20, maintenance and operation projects have the highest expenditure (39.9%); capacity increasing projects receive 34.2% of total proposed investment.

Response 5.31:

Active transportation and public transit are included as separate transportation strategies in the same section of Chapter 3 as the Transportation Demand Management (TDM). They are highlighted as individual strategies and not included under the TDM because of the significance of their role in reducing GHG, and the amount of investment such projects have received.

Response 5.32:

Thank you for your comments and support. Several Class IV bikeway projects are included in the 2018 RTP/SCS. The City of Fresno has a 4-mile Class IV project along Maroa Avenue that should be completed in 2022. Many more Class IV projects are being planned by the local governments but are not included in the 2018 RTP. Fresno COG is committed to working with our member agencies to advance active transportation projects including Class IV bikeways in our region.

Response 5.33:

This typo has been corrected. A sentence has been added to explain that the computer modeling is discussed in more detail in the SCS.

Response 5.34:

Comment noted. Thank you.

Response 5.35:

This typo has been corrected. The County's unemployment rate is compared to the State and Nation's on page 1-4 and in Figure 1-5 on page 1-5.

Response 5.36:

The font in the pie chart has been updated so that it is easier to read.

Response 5.37:

The Planning Center was the consulting firm that conducted the demographic forecast for the 8 COGs in the Valley in 2012. The firm merged with Design, Community & Environment (DC&E) and its current name is PlaceWorks.

Response 5.38:

This typo has been corrected. The citation for the work referenced has been added.

Response 5.39:

Thank you. Comment noted.

Response 5.40:

Thank you. This word "timeline" has been fixed.

Response 5.41:

Sections 3.9 and 3.12 in Chapter 3 provide details on the land use and transportation strategies that Fresno region applies to achieve the GHG/VMT reduction targets.

Response 5.42:

Fresno COG went through a standard RFP process and selected Applied Development Economics (ADE) to perform the demographic forecast for us. A selection committee that consisted of representatives from COG and local governments scored the proposals and interviewed the consultant teams. Scoring criteria included comprehension of the project, thoroughness of the proposal, consultant qualification and experience, cost, etc.

Response 5.43:

The font in the pie chart has been updated so that it is easier to read.

Response 5.44:

Comment noted. Thank you. As the comments do not raise any adverse environmental issues, no further response is required pursuant to State CEQA Guidelines § 15088(a).

Response 5.45:

Thank you for your comment. The public was actively involved in the development of the SCS throughout the process. Staff reviewed the public outreach language in Chapter 3 and edited the language on pages 3-25 and 3-26 accordingly as shown in the final document. Additionally, complete details about Fresno COG's outreach are summarized in RTP Chapter 6: Public Participation, which illustrates the active role the public plays in the development of the SCS.

Comment Letter 6. State of California – Department of Fish and Wildlife

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

June 1, 2018

Meg Prince
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, California 93721

Subject: 2018 Regional Transportation Plan/Sustainable Communities Strategy (Project)
Draft Programmatic Environmental Impact Report
SCH No. 2017041008

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a Draft Programmatic Environmental Impact Report (Draft PEIR) from the Fresno Council of Governments for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code. Although the comment period for your request has passed, CDFW would appreciate if you would still consider the following comments.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State (Fish & Game Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Fully Protected Species: CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish, pursuant to Fish and Game Code §§ 3511, 4700, 5050, and 5515. CDFW prohibits and cannot authorize take of any fully protected species.

Water Pollution: Pursuant to Fish and Game Code Section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without mitigation measures activities occurring within the White Fox Creek corridor could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and U.S. Army Corps of Engineers also has jurisdiction regarding discharge and pollution to Waters of the State.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, §§ 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: Fresno Council of Governments

Objective: The Fresno Council of Governments serves as the Regional Transportation Planning Agency and is preparing a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Fresno region. The Draft PEIR is considered the "first-tier" CEQA document for future project-specific CEQA documents represented in the 2018 RTP/SCS. The purpose of the Draft PEIR is to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of implementation of the regional transportation system outlined in the Draft PEIR. The RTP is used as a transportation planning document by sixteen member jurisdictions including 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. It identifies the region's transportation needs and issues, sets forth an action plan of projects and programs, and documents the financial resources needed to implement the

plan. It also includes a number of mitigation measures for a variety of environmental impacts, including biological resources.

Location: Transportation projects in Fresno County.

Timeframe: The RTP/SCS has a horizon year of 2042.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Fresno Council of Governments in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

I. Environmental Setting and Related Impact

CDFW understands that the Fresno Council of Governments seeks to develop a transportation planning document to guide transportation development projects within its sixteen member jurisdictions in Fresno County. The Draft PEIR contains numerous mitigation measures related to biological resources; however it isn't clear if these measures will be sufficient in minimizing impacts to a level that is less than significant. Given the county-wide implications of this RTP/SCS, CDFW is concerned that subsequent projects could impact special-status species known to occur in Fresno County including, but not limited to, the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State fully protected golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State candidate endangered tricolored blackbird (*Agelaius tricolor*), the State and federally endangered giant kangaroo rat (*Dipodomys ingens*), the State threatened San Joaquin antelope squirrel (*Ammospermophilus nelsoni*), the State threatened and federally endangered San Joaquin kit fox (*Vulpes marotis mutica*), the State and federally endangered Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*), and the State fully-protected and State and federally endangered blunt-nosed leopard lizard (*Gambelia sila*). Fresno County also supports a number of State species of special concern including, but not limited to, burrowing owl (*Athene cunicularia*), northern harrier (*Circus cyaneus*), loggerhead shrike (*Lanius ludovicianus*), LeConte's thrasher (*Toxostoma lecontei*), American badger (*Taxidea taxus*), western spadefoot (*Spea hammondi*), and coast horned lizard (*Phrynosoma blainvillii*). In addition, numerous special-status plants occur in Fresno County including, but not limited to, the State and federally endangered Hartweg's golden sunburst (*Pseudobahia bahiifolia*), the State endangered and federally threatened San Joaquin adobe sunburst (*Pseudobahia perisonii*), the State and federally endangered California jewelflower (*Caulanthus californicus*), the State endangered and federally threatened succulent owl's clover (*Castilleja campestris* var. *succulenta*), the State and federally endangered palmate-bracted salty bird's-beak, the State endangered and federally threatened San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*), and the State rare and federally endangered Greene's tuctoria (*Tuctoria greenei*). In addition, wetland, riparian, and water features that may be subject to CDFW's lake and streambed alteration regulatory

6.1

authority (Fish & Game Code, § 1600 et seq.) exist within Fresno County. As such, CDFW recommends that individual Projects resulting from this amendment be reviewed for impacts to biological resources on a case-by-case basis and that the following mitigation measures be made conditions of approval for the Project.

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or United States Fish and Wildlife Service (USFWS)?

Section 3.5 Biotic Resources, Impact BR 3.5.1, pages 3-147 through 3-150

COMMENT 1: Special-status Species

Issue: Fresno County supports a variety of habitat and community types, upon which numerous special-status, threatened, and endangered species depend (CDFW 2018). The Draft PEIR includes mitigation measures that lead agencies wanting to tier to the Draft PEIR are expected to include as conditions of approval. However, as currently drafted, it is not clear that the measures included in the Draft PEIR will be sufficient in reducing impacts to candidate, sensitive, or special-status species to a level that is less than significant. For example, mitigation measure BR 3.5.1-4 allow for "seed collection and salvage measures for sensitive plant species, silt fencing, exclusion fencing, and/or appropriate compensation" and mitigation measure BR 3.5.1-14 requires salvage of individual special-status plants and stockpile of soil. However, these measures may themselves result in take of both special-status plant and animal species. In addition, mitigation measure BR 3.5.1-5 requires that individual projects "include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses", but does not include a provision for consultation with or seeking take authorization from CDFW. Mitigation measure BR 3.5.1-13 also states the habitats identified as rare and/or sensitive by CDFW will be restored at a ratio of 1.1:1 for temporary impacts and 3:1 for permanent impacts. These mitigation measures may result in take of species listed as threatened, endangered, or rare pursuant to CESA or the Native Plant Protection Act. Unauthorized take, even if part of a mitigation measure, is a violation of Fish and Game Code. Therefore, CDFW recommends if species listed pursuant to CESA or the Native Plant Protection Act are detected in the Project vicinity, mitigation requirements for listed plant species be determined in consultation with CDFW, and if necessary, acquire take authorization to comply with Fish and Game Code.

Specific impact: Without appropriate avoidance and minimization measures for the species mentioned above, potential significant impacts associated with the Project's construction include burrow or den collapse, nest destruction, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of egg and/or young, and direct mortality of individual special-status wildlife species. Potential impacts to special-status plant species include inability to reproduce and direct mortality.

6.2

Evidence impact would be significant: Habitat loss resulting from agricultural development is among the primary threats to special-status species in the greater San Joaquin Valley. In fact, less than 5% of the Valley floor remains undeveloped. In addition, the San Joaquin Valley supports a high number of narrowly distributed endemic species (USFWS 1998). As a result, ground-disturbance resulting from tiered transportation development projects has the potential to impact remaining undeveloped land and/or habitat which supports special-status species, which may result in significant impacts to local populations of these species in Fresno County.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of tiered projects to special-status species, CDFW recommends conducting the following evaluation of individual project sites and including the following measures as conditions of approval in the Draft PEIR.

Recommended Mitigation Measure 1: Habitat Assessment

CDFW recommends that a qualified biologist 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.

Recommended Mitigation Measure 2: Species-Specific Surveys

If habitat suitable to support special-status plant or animal species is present, CDFW recommends assessing presence/absence of special-status species by conducting surveys following recommended protocols or protocol-equivalent surveys. Recommended protocols vary by species and/or taxa. More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols).

Recommended Mitigation Measure 3: Take Avoidance

Detection of special-status plant or animal species within or in the vicinity of tiered project areas, warrants consultation with CDFW to discuss how to implement ground-disturbing activities and avoid take.

Recommended Mitigation Measure 4: Take Authorization

In the case of State-listed species, detection warrants consultation with CDFW 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).

6.2 Cont.

Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS?

Section 3.5 Biotic Resources, Impact BR 3.5.2, pages 3-151 through 3-152

COMMENT 2: Lake and Streambed Alteration

Issue: Fresno County contains numerous freshwater marsh, wetland, vernal pool, and riparian features. Ground disturbing activities associated with subsequent projects have the potential to involve temporary and permanent impacts to these features. These features may be subject to CDFW's lake and streambed alteration regulatory authority, pursuant Fish & Game Code § 1600 et seq. Although, as currently drafted the Draft PEIR includes mitigation measure BR 3.5.2-6, which requires implementing agencies to obtain and comply with appropriate regulatory requirements, it does not define a process for determining whether or not features are subject to CDFW's lake and streambed alteration regulatory authority, pursuant Fish & Game Code, § 1600 et seq. It also does not require Notification to CDFW for impacts to features that fall under this regulatory authority.

6.3

Specific impact: Work within freshwater marsh, wetland, vernal pool, and riparian features has the potential to result in substantial diversion or obstruction of natural flows; substantial change or use of material from the bed, bank, or channel (including removal of riparian vegetation); deposition of debris, waste, sediment, toxic runoff or other materials into water causing water pollution and degradation of water quality.

Evidence impact is potentially significant: Freshwater marshes, wetlands, vernal pools, and riparian communities have been severely degraded in the San Joaquin Valley. For example, less than 10% of historic riparian habitat persists and remaining vernal pool communities have been isolated to the edges of the Valley. The majority of seasonal wetlands that do remain are found in Fresno and Merced Counties (USFWS 1998). Fresno County includes features potentially subject to CDFW's lake and streambed alteration regulatory authority. Construction activities within these features has the potential to impact downstream waters and to significantly impact the remaining acreage of freshwater marsh, wetland, vernal pool, and riparian communities.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of tiered projects to special-status species, CDFW recommends conducting the following evaluation of individual project sites and including the following measures as conditions of approval in the Draft PEIR.

Recommended Mitigation Measure 5: Habitat Assessment

CDFW recommends 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.

Recommended Mitigation Measure 6: Wetland Delineation and Lake and Stream Notification

Where applicable, CDFW recommends 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. Therefore, CDFW further recommends 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.

6.3 Cont.

Recommended Mitigation Measure 7: Notification of Lake or Streambed Alteration

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.

Meg Prince
June 1, 2018
Page 8

II. Editorial Comments and/or Suggestions

Nesting birds: Mitigation measure BR 3.5.1-9 includes requirements for minimizing impacts to nesting birds. However, it identifies the nesting season as extending only from mid-February through mid-August. In addition, it requires a nest clearance survey but does not specify the proximity relative to initiation of construction during which surveys should occur. Also, the Draft PEIR requires that a qualified biologist determine the appropriate buffer distance around nests, but does not describe any guidelines for nest buffers.

CDFW encourages project implementation 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, CDFW recommends that a qualified wildlife biologist 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. CDFW also recommends that surveys 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, CDFW recommends a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends a qualified biologist continuously monitor nests to detect behavioral changes resulting from the project. If behavioral changes occur, CDFW recommends the work causing that change cease and CDFW consulted for additional avoidance and minimization measures. 6.4

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends 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. 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. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

Subsequent CEQA Documents: If the results of site-specific environmental review indicate that significant environmental impacts will occur as an outcome of project implementation and cannot be mitigated to less than significant levels, a Mitigated Negative Declaration (MND) would not be appropriate. Further, when an MND is prepared, mitigation measures must be specific and clearly defined and cannot be deferred to a future time. The 6.5

specifics of mitigation measures may be deferred, provided the lead agency commits to mitigation and establishes performance standards for implementation, when an Environmental Impact Report (EIR) is prepared. Regardless of whether an MND or EIR is prepared, CDFW recommends that mitigation measures be fully addressed and made enforceable conditions of project approval in the CEQA document prepared for the project.

Federally Listed Species: CDFW also recommends consulting with the USFWS on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also 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. Consultation with the USFWS in order to comply with FESA is advised well in advance of any ground-disturbing activities. 6.6

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please 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. 6.7

FILING FEES

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). 6.8

CONCLUSION

CDFW appreciates the opportunity to comment on the Project to assist Fresno Council of Governments in identifying and mitigating project-level impacts on biological resources. 6.9

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). Questions regarding this letter or further coordination should be directed to Renée Robison,

Environmental Scientist, at the address provided above on this letterhead, by telephone at (559) 243-4014 extension 274, or by electronic email at Renee.Robison@Wildlife.ca.gov.

Sincerely,

Julie A. Vance
Regional Manager

cc: Holley Kline
United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, California 95825

Office of Planning and Research
Post Office Box 3044
Sacramento, California 95814

REFERENCES

CDFW, 2018. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed May 31, 2018.

U. S. Fish and Wildlife Service, 1998. Recovery Plan for Upland Species of the San Joaquin Valley, California. Region 1, Portland, OR. 319 pp.

Response 6.1:

Thank you for your thorough comments. Fresno COG appreciates the commenter's summary of the Department's legal authority and the Department roles under CEQA.

Response 6.1:

Comment acknowledged.

The Draft PEIR's CEQA significance conclusions are provided on Pages 3-150, 3-152, and 3-155 and addresses the list of animal species raised in the comment letter on page 3-142, Table 3-53 of the Draft PEIR. The Draft PEIR's CEQA significance conclusions are provided on Pages 3-150, 3-152, and 3-155 and also addresses the list of plant species raised in the comment letter on page 3-144, Table 3-52 of the Draft PEIR. In addition, the Draft PEIR addresses impacts to wetland, riparian, and water features as raised in the comment letter in Impact 3.3 on Page 3-153.

Fresno COG agrees that the preferred approach is that impacts and mitigation measures be further developed by implementation agencies on a case-by-case basis as noted in the Draft PEIR. Fresno COG also recognizes that various mitigation measures (BR 3.5.1-4, BR 3.5.1-14, BR 3.5.1-5, and BR 3.5-1.13) may result in secondary impacts. The measures have been revised as noted below in Response 6.2 to lessen this potential by implementing agencies.

Mitigation measures related to bio-related impacts as a result of the loss of agricultural lands and tiered transportation improvement projects are also addressed in the revised mitigation measures noted below.

Response 6.2:

Please also see Responses 5.6 and 5.8 above. Additionally, the following measures will be revised or added to Mitigation Measures listed in Section BR 3.5.1:

- ✓ ***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 3.5.1-13*** *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 3.5.1-18*** *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).*

Response 6.3:

Comment acknowledged. Impact BR 3.5.2 and associated mitigation measures address issues related to lake and streambed alteration. To address specific issues, the following measures will be added to Mitigation Measures listed in Section BR 3.5.2 to further address CDFW concerns:

- ✓ ***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.*

Response 6.4:

Comment acknowledged. Reference Response to Comment 5.7 above, which includes mitigation measures that address your comment related to nesting season.

Response 6.5:

Comment acknowledged. Fresno COG thanks DFW for its comments concerning subsequent CEQA review for potential future projects that may be brought forward by other implementing agencies. As set forth in the Program EIR (at page 1.1 on Page 1-3), Fresno COG lacks land use jurisdiction and defers to local implementing agencies with regard to future proposals for the analysis, approval, and construction of specific projects. It is for that reason, that Fresno COG's CEQA analysis of the RTP/SCS is limited to a program-level review. Fresno COG agrees with DFW that it will be up to each lead agency bringing forward any future projects to analyze and mitigate for the impacts of their projects on a project-specific basis.

Response 6.6:

Comment acknowledged. The following Mitigation Measure has been added to Impact Section 3.5.1:

- ✓ ***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.*

Response 6.7:

Comment acknowledged. The following Mitigation Measure has been added to Impact Section 3.5.1:

- ✓ ***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.

Response 6.8:

Comment acknowledged. The following Mitigation Measure has been added to Impact Section 3.5.1:

- ✓ ***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).*

Response 6.9:

Fresno COG is not analyzing the *project-level* impacts of the 2018 RTP/SCS. The EIR is analyzing *program-level* impacts, and that's why it's appropriate to expect that implementing jurisdictions will conduct appropriate CEQA analysis when/if they bring forward site-specific developments and/or transportation projects for review and implementation.

Comment Letter 7. California High-Speed Rail Authority, Central Valley Regional Office

CALIFORNIA
High-Speed Rail Authority
Central Valley Regional Office

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EDMUND G. BROWN JR.
GOVERNOR

June 26, 2018

Mr. Tony Boren
Executive Director
Fresno County of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Subject: 2018 Draft Regional Transportation Plan/Sustainable Communities Strategy for Fresno County

Dear Mr. Boren:

Thank you for the opportunity to comment on the 2018 Draft Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

I would like to compliment Fresno Council of Governments for including the following policies:
1) Continue to support coordinated transportation planning efforts between and among the eight Valley Metropolitan Planning Organizations located in the San Joaquin Valley nonattainment air basin.
2) Support the planning and construction of a High-Speed Rail System in the San Joaquin Valley, which directly connects the major population centers within the Valley.

7.1

The Draft RTP/SCS references the 2016 Authority Business Plan and the Cross Valley Corridor Plan. We request your consideration of the following updates into the Draft RTP/SCS:

1) The Authority released its 2018 Business Plan this May. Please reference this plan for Section 4.6 Rail, Recent Accomplishments, and Proposed Actions, Future Planning Activities, Long Range Improvement Plan, High-Speed Rail.
2) The Tulare County Association of Government completed its Cross Valley Corridor Plan this June. Please see their www.tularecog.org for more information.

7.2

Thank you for considering these updates. The intent of these updates is to ensure consistency between Fresno Council of Government's 2018 RTP/SCS and the Authority's Business Plan and station area plans in the Central Valley. We look forward to working with you in the future.

Sincerely,

Diana Gomez
Central Valley Regional Director
(559) 445-5172
diana.gomez@hsr.ca.gov

1111 H Street, Fresno CA 93721 • www.hsr.ca.gov

page 2

cc: Kristine Cai, Planning Director, Fresno Council of Governments
Meg Prince, Associate Regional Planner, Fresno Council of Governments
Ted Smalley, Executive Director, Tulare County Association of Governments
Caitlin Miller, Air Pollution Specialist, Air Resources Board
Bonique Emerson, Principal Planner, City of Fresno
Ken Zatarain, Access Planner, California High-Speed Rail Authority
Ben Lichty, Supervising Transportation Planner, California High-Speed Rail Authority
Stuart Mori, Senior Transportation Planner, California High-Speed Rail Authority

Response 7.1:

Comment noted. Thank you for your support.

Response 7.2:

Thank you for your comments relating to rail in the Fresno region. At the time the Draft 2018 RTP/SCS was released for public review and comment in April, the 2018 Business Plan had not been adopted. Fresno COG will update the California High-Speed Rail Authority paragraph in Section 4.6 of the Action Element to include the 2018 Business Plan.

The Cross Valley Corridor Plan was also not completed at the time the Draft 2018 RTP/SCS was released. We have since updated section 4.6 of the Action Element to include a separate paragraph about the Cross Valley Corridor Plan.

Comment Email 8. State of California Department of Transportation, District 6

From: Tracey, Stephen R@DOT
Sent: Wednesday, May 09, 2018 3:55 PM
To: Bretz, Neil E@DOT <neil.bretz@dot.ca.gov>
Subject: Federal Programming for South Fresno Interchange Project 06-0H420_

In my note from April 23 suggesting FTIP programming for the new 3 interchange project, I mentioned the existing, unfunded American Ave. and Cedar/North projects in the current 2017 FTIP (attached).

More pertinent is my note from April 9, where FCOG is proposing their new 2019 FTIP and 2018 RTP. (Also attached.)

In the new 2019 FTIP the existing 2 projects are proposed to be updated with STIP funds on Cedar/North and Measure funds on American.
Is this how you want it?

I don't see either North/Cedar or American in the RTP's Financially constrained list Appendix C, attached (also included with the draft FTIP attachment).
Though I do see them in the Conformity Analysis listing (pg. 73).

Anyway, let FCOG know what you want…

8.1

Response 8.1:

Comment noted. Due to technical issues with the fiscal constraint process, these 2 projects (and the corresponding revenue associated with these two projects) were inadvertently omitted from the draft 2018 RTP document. Both projects will be included as part of the final version of the 2018 RTP. As these two projects were already modeled and included as part of the Draft 2018 RTP/2019 FTIP Air Quality Conformity determination and the Draft PEIR, the addition of these two projects to the 2018 RTP Constrained Project List does not require a re-determination of air quality conformity analysis or recirculation of the PEIR and will be added to the listing as a technical correction.

We thank you for your participation in the 2018 RTP/SCS development process and appreciate your on-going support. Please feel free to contact me or my staff Kristine Cai at 559-233-4148 should you have any further questions or comments regarding the 2018 RTP/SCS.

2.3 ORAL COMMENTS AND RESPONSES TO COMMENTS

Only one oral comment was received during the Selma public hearing regarding the Draft 2018 RTP/SCS.

May 15, 2018 Public Hearing at Selma City Hall 6:00pm

Amanda Monaco, Leadership Counsel for Justice and Accountability	I will be submitting written comments regarding the Draft RTP and Draft PEIR. The SCS public participation process was robust, but we are disappointed that the public opinion wasn't considered into the final decision making as much as think it should have been.	Comment noted. Because the comment does not raise specific environmental issues, no further response is required. (See State CEQA Guidelines, § 15088(a) [responses only required to comments raising environmental issues].)

SECTION 3.0 CHANGES, ADDITIONS, AND CORRECTIONS TO THE DRAFT PEIR

3.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines allow revisions, clarifications and/ or changes in the Draft PEIR following distribution of the Notice of Availability. CEQA Guidelines section 15088.5 specifically states:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice of its availability . . . "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

(c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

(d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.

(e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record. New information is "significant" if as a result of the additional information "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." Laurel Heights Improvement Association v. Regents of Univ. of Cal, 864 P.2d 502, 510 (1993) (Laurel Heights II); CEQA Guidelines § 15088.5(a). Recirculation is not mandated when the new information merely clarifies, amplifies, or makes an insignificant modification to an adequate draft EIR. (Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova, 150 P.3d 709 (2007) (quoting Laurel Heights II, 864 P.2d

at 510); see also Marin Mun. Water Dist. v. KG Land California Corp., 235 Cal.App.3d 1652, 1667 (1991) (citing Sutter Sensible Planning v. Board of Supervisors 122 Cal.App.3d 813 (1981)).

This Section of the Final PEIR consists of clarifications and revisions to the Draft PEIR that have resulted from responses to comments received from agencies and the public as well as staff-initiated text revisions. Additional clarifying information has been identified in comments to the Draft PEIR and responded to in Section 2.0 of this Final PEIR. The updates can be grouped into three areas as part of the Final 2018 RTP/SCS development process. The following changes, additions, and corrections to the Draft PEIR are recommended. Such changes, additions, and corrections have been identified to address written, oral or staff comments received on the Draft PEIR. The changes are reflected for each Section of the Draft PEIR where necessary. These modifications resulted from response to written and oral comments received during the Draft EIR public review period as well as staff-initiated changes.

These revisions do not alter the conclusions of the environmental analysis nor do they show a substantial increase in existing significant impacts. Instead, these edits are mere clarifications and amplifications of the Program EIR's existing analysis and serve to further confirm the analysis and significance conclusions that were already subject to full public review and comment. Accordingly, no new significant environmental impacts have been identified, nor do these revisions constitute significant new information requiring recirculation. Changes are provided in italics.

3.2 DRAFT PEIR SECTION 1 - EXECUTIVE SUMMARY

Replace the 2nd sentence in the 1st full paragraph on Page 1-3 of the Draft PEIR with the following sentence:

Fresno COG cannot guarantee that local agencies will comply with the mitigation measures but will encourage local agencies and Caltrans or other affected and responsible agencies to design and construct transportation improvement projects and future land use developments included in the RTP/SCS.

Replace the last sentence in the 2nd full paragraph on Page 1-3 of the Draft PEIR with the following sentence:

These projects are listed in the Constrained Program of Projects (reference Appendix C of the 2018 RTP/SCS). Results of the modeling process are provided in Section 3.17 of the Draft PEIR, as well as the Air Quality Conformity Analysis.

Replace the 1st sentence in the 3rd full paragraph on Page 1-5 of the Draft PEIR to read as follows:

The RTP is used to guide development of the Federal Transportation Improvement Program (FTIP), which Fresno COG prepares and maintains.

Agricultural and Forestry Resources Mitigation Measures referenced in Table 1 beginning on Page 1-12 will be relabeled from AR to AG.

Mitigation Measure AG 3.3.1-1 in Table 1-1 on Page 1-13 and in Section 3.5.1 of the Draft PEIR, Page 3-40 will be revised as follows:

- ✓ ***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.*

Mitigation Measure BR 3.5.1-3 in Table 1-1 on Page 1-17 and in Section 3.5.1 of the Draft PEIR, Page 3-148 will be revised as follows:

- ✓ ***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.*

Mitigation Measure BR 3.5.1-4 and BR 3.5.1-5 in Table 1-1 on Page 1-17 and in Section 3.5.1 of the Draft PEIR, Page 3-148 will be revised as follows:

- ✓ ***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.*

Mitigation Measure BR 3.5.1-9 in Table 1-1 on Page 1-17 and in Section 3.5.1 of the Draft PEIR, Page 3-149 will be revised as follows:

- ✓ ***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 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.

Mitigation Measure BR 3.5.1-13 and BR 3.5.1-14 in Table 1-1 on Page 1-18 and in Section 3.5.1 of the Draft PEIR, Page 3-149 will be revised as follows:

- ✓ ***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.*

Mitigation Measure BR 3.5.1-17 in Table 1-1 on Page 1-18 and in Section 3.5.1 of the Draft PEIR, Page 3-150 will be revised as follows:

- ✓ ***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.*

The following measures will be added to Mitigation Measures listed in Table 1-1 on Page 1-18 and in Section BR 3.5.1 of the Draft PEIR, Page 3-150:

- ✓ ***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).*

The following Mitigation Measure has been added in Table 1-1 on Page 1-18 and in Section 3.5.1 of the Draft PEIR, Page 3-150:

- ✓ ***BR 3.5.1-22*** *Implementing agencies should consult with the United States Fish and Wildlife Service (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.*

The following Mitigation Measure has been added in Table 1-1 on Page 1-18 and in Section 3.5.1 of the Draft PEIR, Page 3-150:

- ✓ ***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.

The following Mitigation Measure has been added in Table 1-1 on Page 1-18 and in Section 3.5.1 of the Draft PEIR, Page 3-150:

- ✓ ***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).*

Mitigation Measure CTR 3.7.2-5 in Table 1-1 on Page 1-31 and in Section 3.7.2 of the Draft PEIR, Page 3-229 will be revised as follows:

- ✓ ***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 Center for Regional Heritage Research (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 Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

Mitigation Measure CTR 3.7.2-6 in Table 1-1 on Page 1-31 and in Section 3.7.2 of the Draft PEIR, Page 3-230 will be revised as follows:

- ✓ ***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.*

The following measures will be added to Mitigation Measures listed in Table 1-1 on Page 1-19 and in Section BR 3.5.2 of the Draft PEIR, Page 3-152:

- ✓ ***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 to 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.*

Mitigation Measures 3.7.3-1 through 3.7.3-3 in Table 1-1 on Page 1-31 and in Section 3.7.3 of the Draft PEIR, Page 3-230 will be replaced as follows:

- ✓ ***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.*

The following mitigation measure will be added to Table 1-1 on Page 1-40 following Mitigation Measure GSM 3.9.5-1 and to Section 3.9.5 of the Draft PEIR, Page 3-282:

- ✓ ***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.*

The following mitigation measure will be added to Table 1-1 on Page 1-40 following Mitigation Measure HM 3.10.1-1 and in Section 3.10.1 of the Draft PEIR, Page 3-298:

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

Paragraph 1 of Mitigation Measure 3.11.3-1 in Table 1-1 on Page 1-44 and in Section 3.11.3 of the Draft PEIR, Page 3-324 will be revised as follows:

- ✓ ***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:*

Revise Mitigation Measure 3.12.1-2 in Table 1-1 on Page 1-49 and in Section 3.12.1 of the Draft PEIR, Page 3-359:

- ✓ ***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.*

Add the following sentence to Mitigation Measure PU 3.15.3-1 in Table 1-1 on Page 1-57 and in Section in the Draft PEIR, Page 3-430:

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.

3.3 DRAFT PEIR SECTION 2 - INTRODUCTION/PROJECT DESCRIPTION

Replace the following sentence in the 1st full paragraph on Page 2-11 with the following sentence:

The 2018 RTP is an update of the 2014 RTP, which expires on December 12, 2018. This RTP will be in effect upon its adoption, which is scheduled for June 2018.

Replace Figure 2-2 in Section 2 on Page 2-16 and Figure 4-12 in Section 4 on Page 4-24 of the Draft PEIR with the Figure on the following page.

Replace Figure 2-3 in Section 2 on Page 2-44, Figure 2-7 in Section 2 on Page 2-57, Figure 2-8 in Section 2 on Page 2-58, and Figure 2-10 in Section 2 on Page 2-64 of the Draft PEIR with the figures beginning on Page 3-12 of this Final PEIR.

FIGURE 2-2
Preferred 2018 RTP SCS Scenario

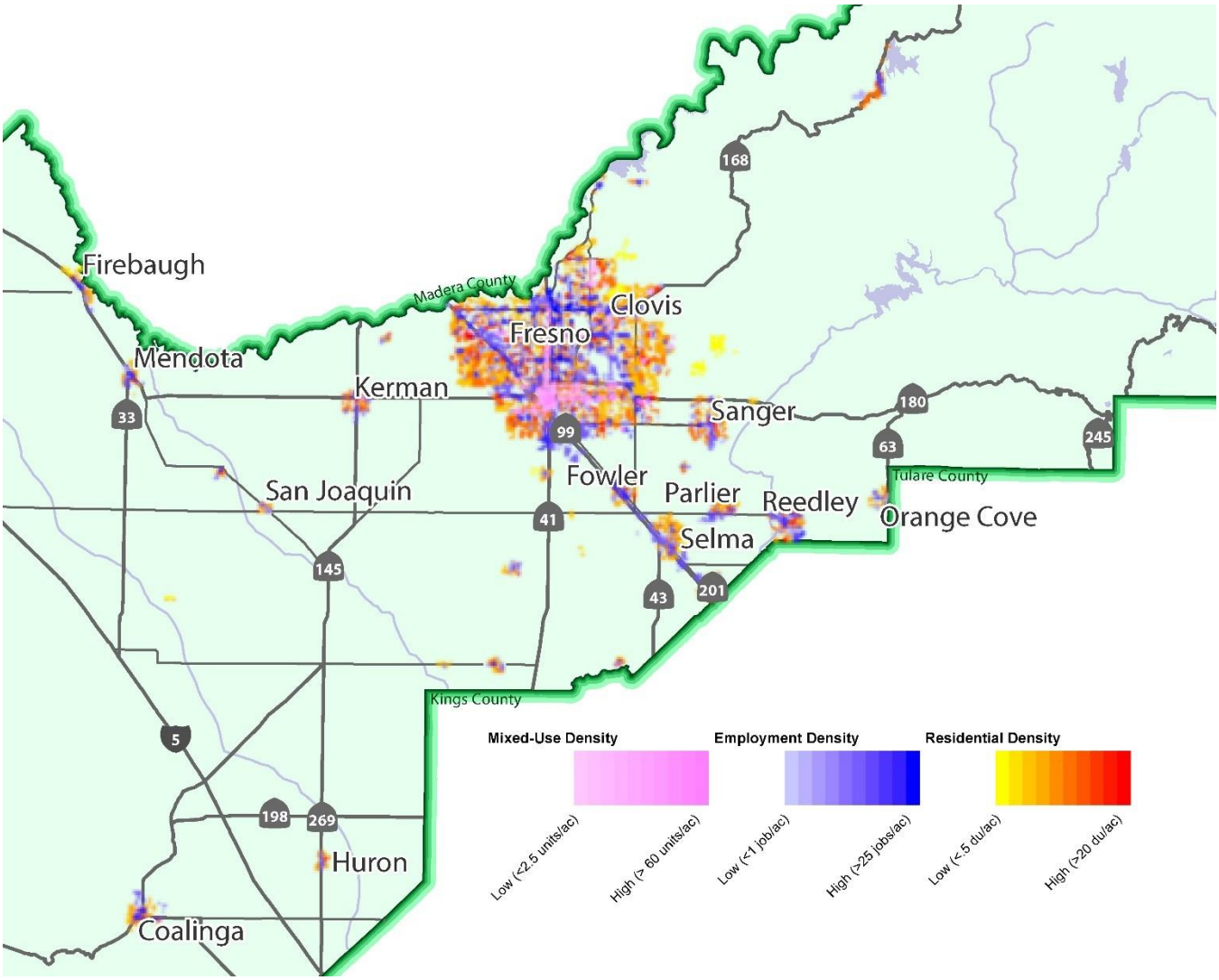


FIGURE 2-3
Intermodal Transportation Network

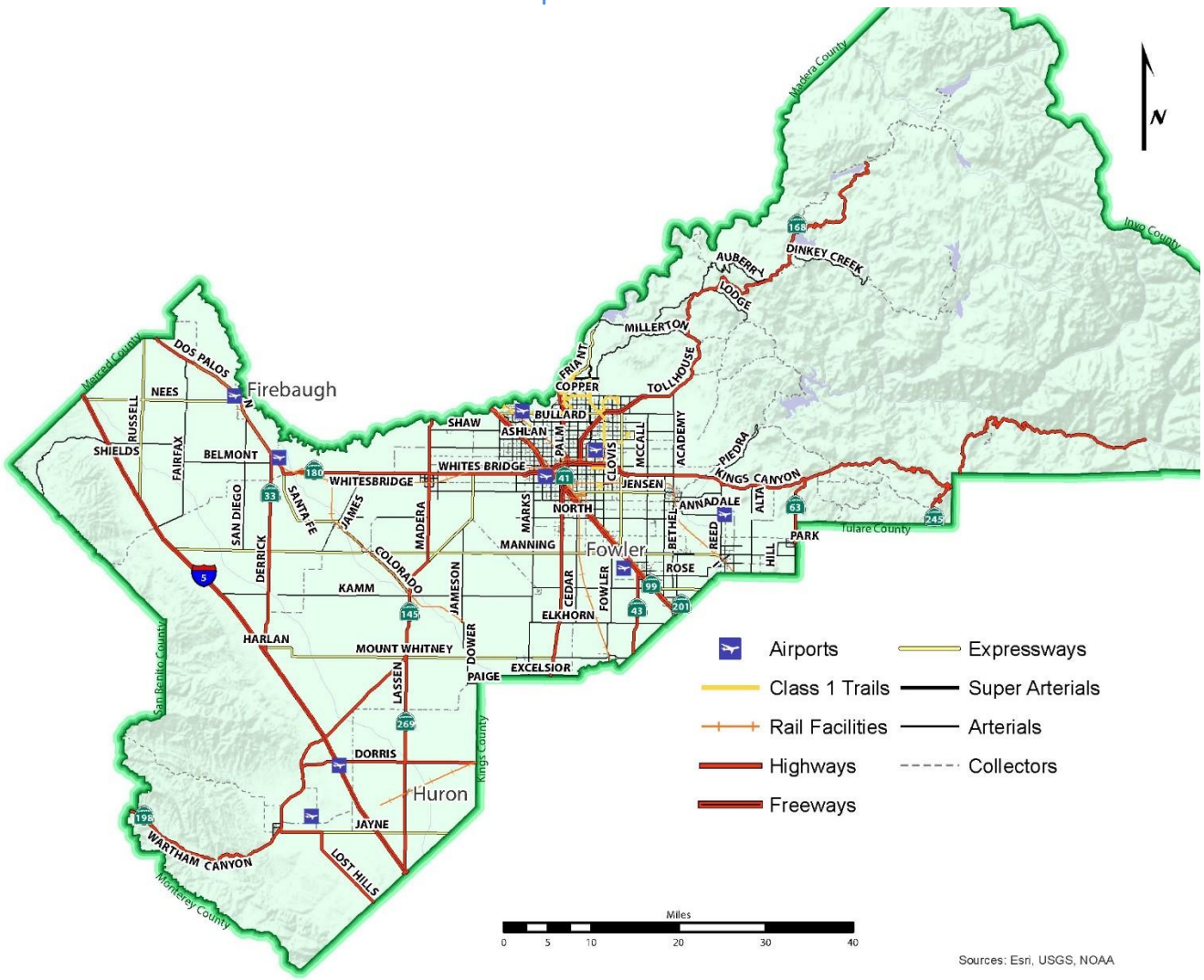


FIGURE 2-7
2010 Measure C Projects – Urban Projects

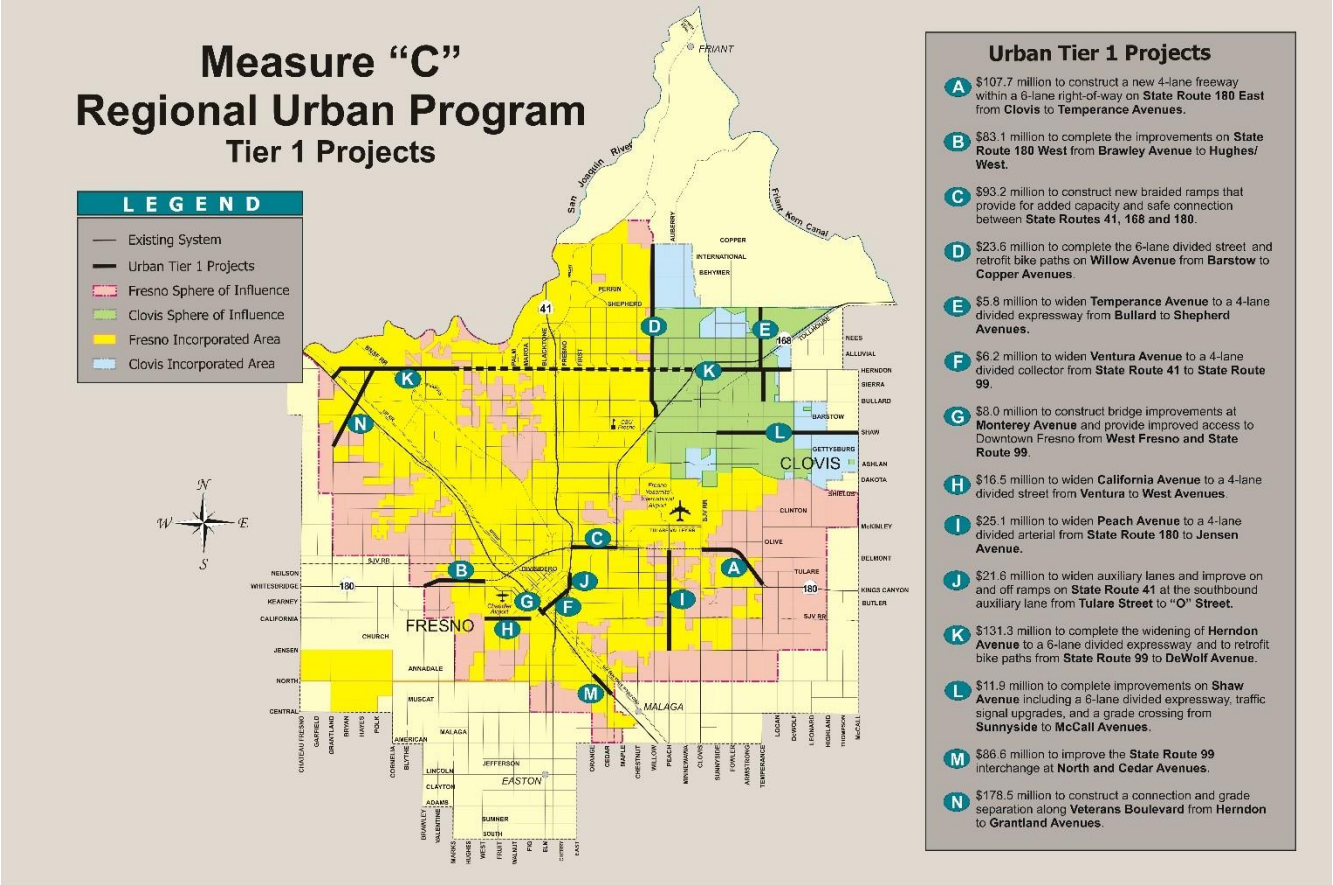


FIGURE 2-8
2010 Measure C Projects – Rural Projects

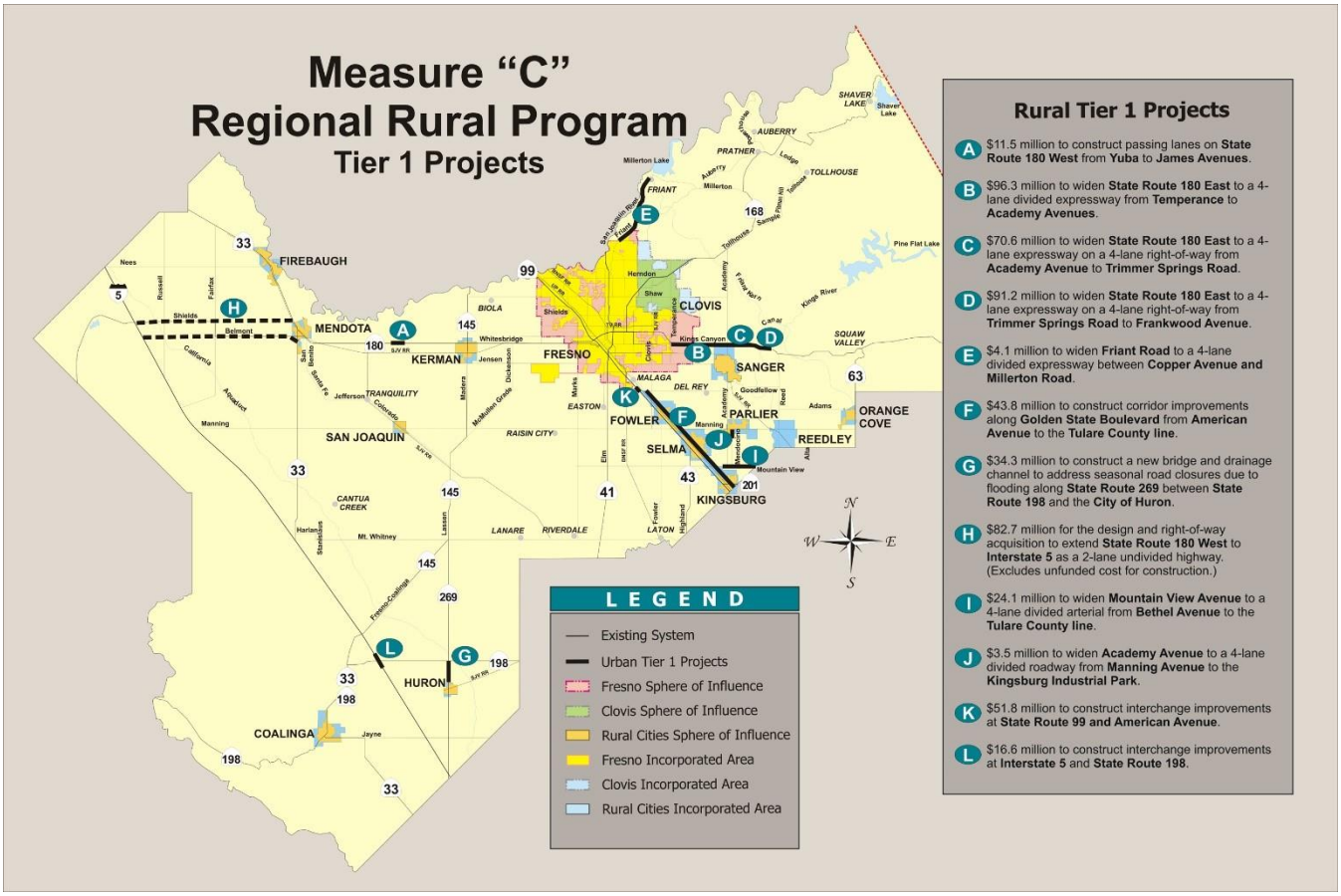
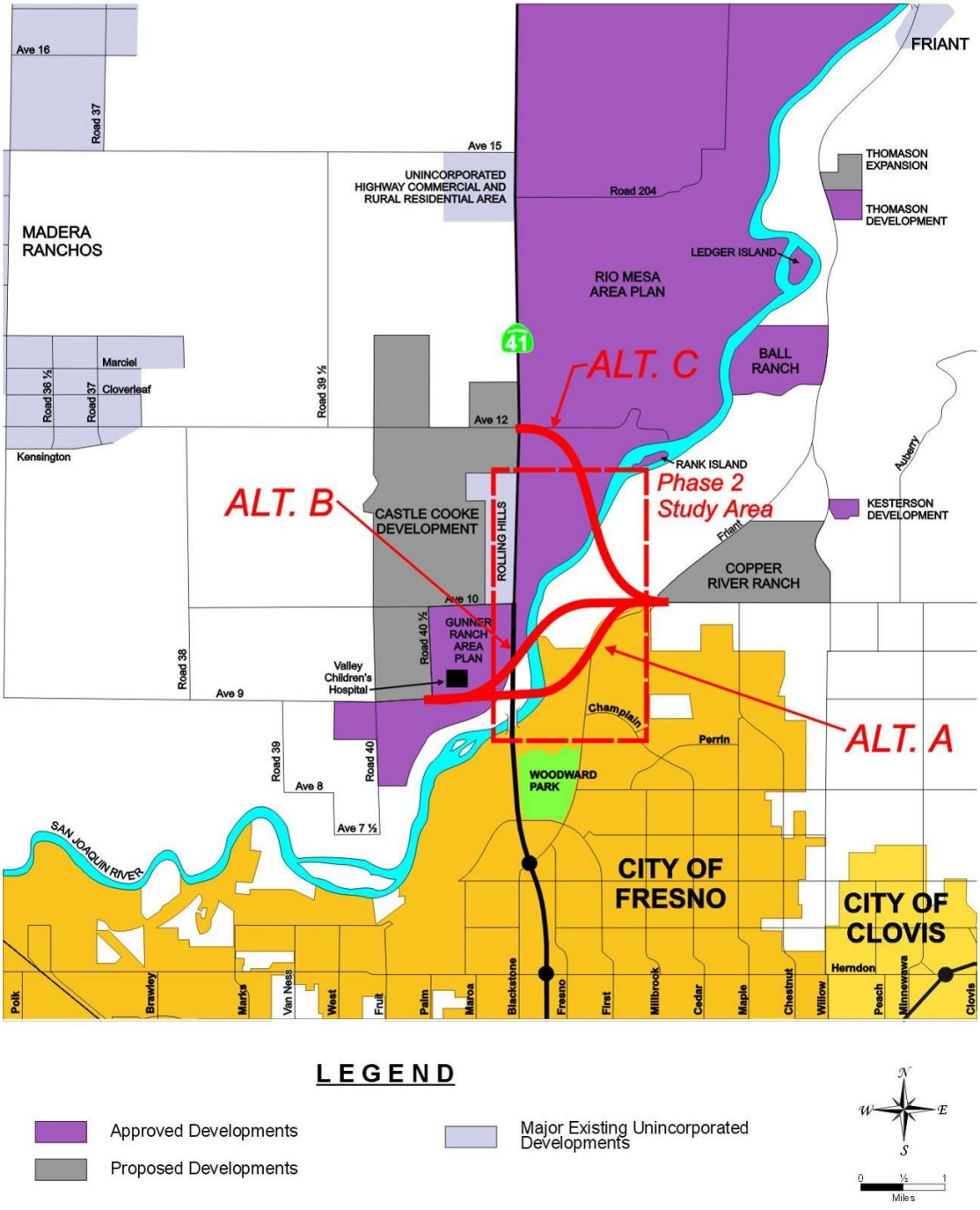


FIGURE 2-10
Fresno–Madera East-West Corridor Study

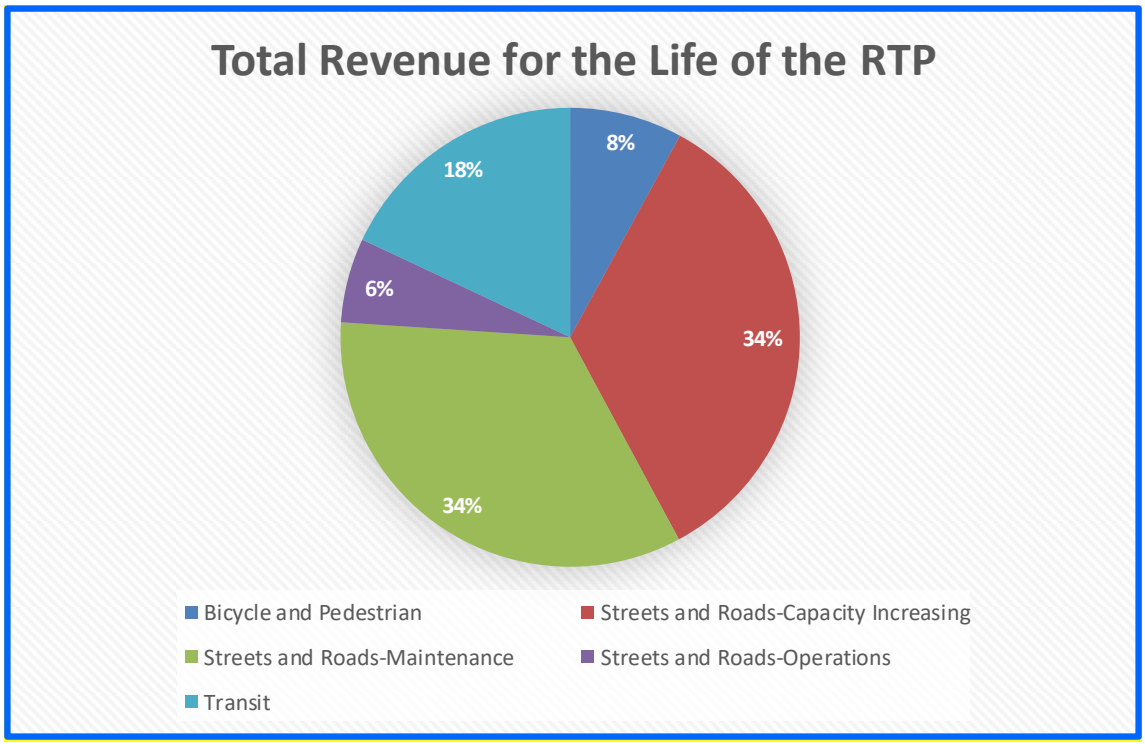


Replace Table 2-5 in Section 2 on Page 2-189, and Figure 2-19 in Section 2 on Page 2-189, with the table and figure below.

TABLE 2-5
Total Federal, State and Local Transportation Funding Programs and Their Projected Revenues RTP Revenues (2018 - 2042)

Project Type	Total Revenue for the Life of the RTP
Bicycle and Pedestrian	$551,136,000
Streets and Roads-Capacity Increasing	$2,376,021,000
Streets and Roads-Maintenance	$2,354,123,800
Streets and Roads-Operations	$413,700,500
Transit	$1,250,255,000
TOTAL	**$6,945,236,300**

FIGURE 2-19
Total Federal, State and Local Transportation Funding Programs and Their Projected Revenues (2018 – 2042)



3.4 DRAFT PEIR SECTION 3 - ENVIRONMENTAL SETTING, IMPACTS, MITIGATION MEASURES & LEVEL OF SIGNIFICANCE

Reference other changes to Impacts and Mitigation Measures in Section 3 under Section 1 changes above.

The following paragraph in Section 3.5 of the Draft PEIR, Page 3-121 will replace the current description:

The Migratory Bird Treaty Act (MBTA) (16 U.S. Code, § 703 et seq.) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union (now Russia) and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (50 Code, Fed. Regs., § 10 & § 21). Most actions that result in taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird-banding, and other similar activities. The USFWS is responsible for overseeing compliance with the MBTA, and the U.S. Department of Agriculture's Animal Damage Control Officer makes recommendations on related animal protection issues.

The Valley Elderberry Longhorn Beatle will be removed from Section 3.5 of the Draft PEIR, Table 3-53, Page 3-145.

The Red-Tailed Hawk and the Red-Shouldered Hawk will be added to Section 3.5 of the Draft PEIR, Table 3-53, Page 3-145.

Impact CTR 3.7.3 and Mitigation Measures 3.7.3-1 through 3.7.3-3 in Section 3.7.3 of the Draft PEIR, Page 3-230 will be revised as follows:

Impact CTR 3.7.3 *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.

Mitigation Measure GSM 3.9.5-2 in Section 3.9.5 of the Draft PEIR will be added as follows:

- ✓ ***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.*

Replace Figure 3-15 in Section 3.10 on Page 3-292 of the Draft PEIR with the Figure on the following page.

Replace the first paragraph on Page 3-358 of the Draft PEIR under Impact 3.12.1 with the following revised paragraph:

The 2018 RTP/SCS would have a potentially significant impact if it would physically divide or displace portions of an established community. For the purposes of this Draft EIR, 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). As such, the potential to physically divide a community or displace portions of a community is not expected and the RTP would not be in conflict with existing or draft general plan policies.

Replace Mitigation Measure on Page 3-363 of the Draft PEIR under Impact 3.12.4 with the following revised sentence:

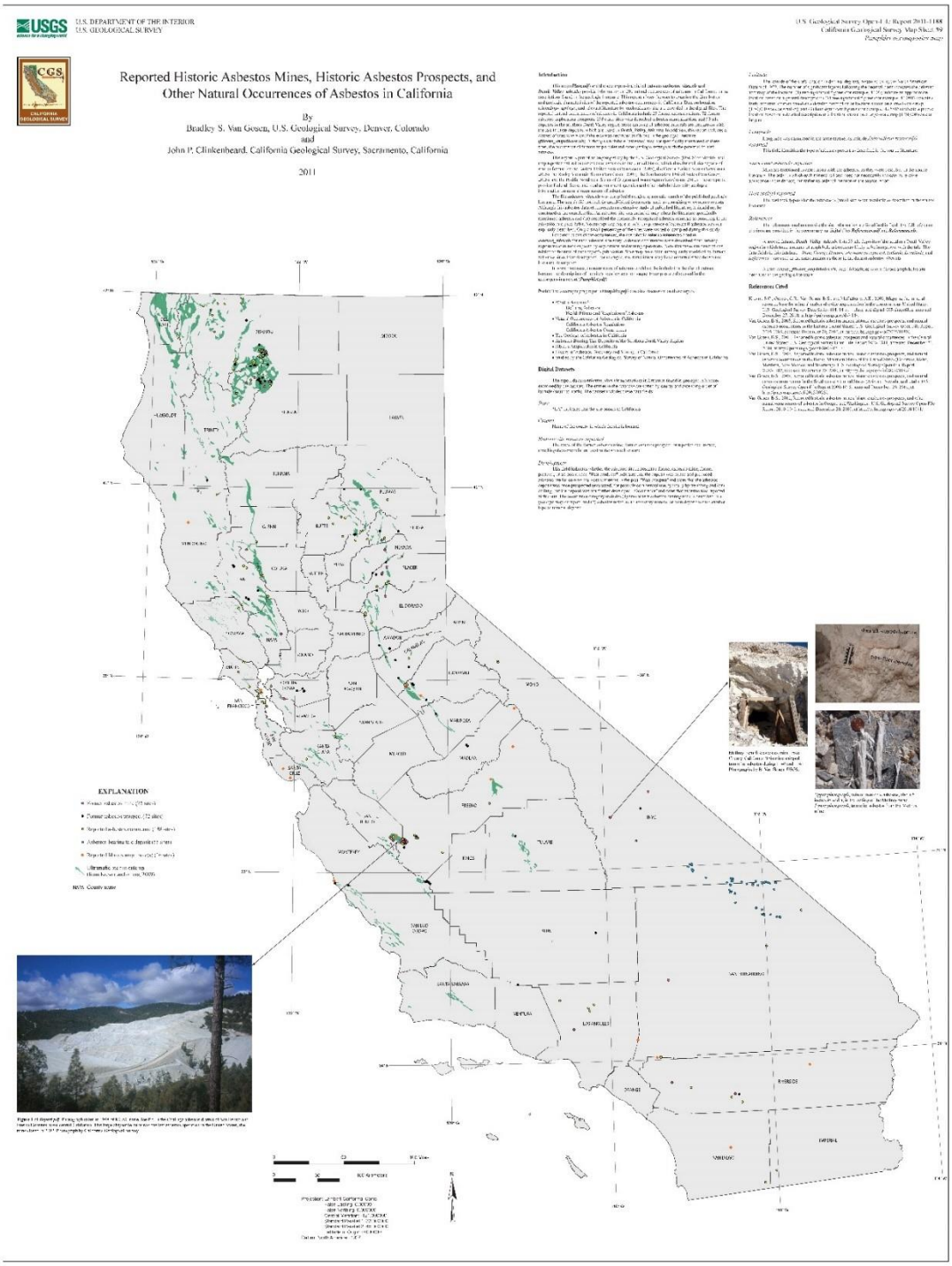
- ✓ **LPR 3.12.4-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.

Replace Mitigation Measure on Page 3-364 of the Draft PEIR under Impact 3.12.5 with the following revised sentences:

- ✓ **LPR 3.12.5-1** Reference Mitigation Measures for Impacts LPR 3.12.2-1 and -2.

FIGURE 3-15

Reported Historic Asbestos Mines, Historic Asbestos Prospects, And Other Natural Occurrences of Asbestos in Fresno County



3.5 DRAFT PEIR SECTION 4 – COMPARISON OF PROJECT ALTERNATIVES

Table 4-3, Page 4-8 is replaced with the table on the following page. Changes are in bold text.

Table 4-4, Page 4-12 of the Draft PEIR is replaced with the following table:

TABLE 4-4
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***			

Reference the change made in Section 4 of the Draft PEIR to Figure 4-12 above in Section 3.3 of this Final PEIR.

TABLE 4-3
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.

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**	

3.6 DRAFT PEIR APPENDIX C – FRESNO COG 2018 RTP/SCS CONSTRAINED PROJECT LISTING

The Final PEIR is composed of the following documents, which are incorporated into the Draft and Final PEIRs by reference:

- ✓ Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy, Draft Program Environmental Impact Report, April 5, 2018 (Draft).
- ✓ Draft and Final Fresno COG 2018 Regional Transportation Plan/Sustainable Communities Strategy, April 5, 2018 (Draft) and July 6, 2018 (Final Draft).
- ✓ Final Fresno COG Conformity Analysis for the 2018 RTP/SCS and the 2019 FTIP, April 5, 2018 (Draft) and July 6, 2018 (Final Draft).
- ✓ Draft and Final Fresno COG 2019 Federal Transportation Improvement Program (FTIP), April 5, 2018 (Draft) and July 6, 2018 (Final Draft).
- ✓ Fresno COG Regional Transportation Plan/Sustainable Communities Strategy, Final Program Environmental Impact Report, July 6, 2018 (Final Draft).

The RTP is used to guide development of the Federal Transportation Improvement Program (FTIP), which Fresno COG prepares and maintains. The FTIP 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 Constrained Project listing included in Appendix C of the Draft PEIR did not include the FTIP projects; however, the projects contained in the FTIP and in the Appendix C listing were all considered as part of the Project and the Draft PEIR analysis was based on all projects, including those in the FTIP and in Appendix C. The impact analysis (agricultural, air quality, climate change, energy, geologic, hydrological, noise, social economic, and transportation) performed using the Fresno COG Transportation Model fully captured the impacts of projects contained in the FTIP list and in the Constrained Project List contained in Appendix C of the Draft PEIR and in the Draft 2018 RTP/SCS.

As a result of the above discussion, the Constrained Project List contained in Appendix C, Page C-1 in the Draft PEIR is replaced with the list on the following pages.

APPENDIX C – TABLE C-1

FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In $1,000)

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Clovis	FRE501558	Alluvial-Armstrong to Temperance: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$20
Clovis	FRE500208	Alluvial-Fowler to Armstrong: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$20
Clovis	FRE500032	Alluvial-Sunnyside to East of Fowler: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$20
Clovis	FRE500034	Armstrong-Gettysburg to Ashlan: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$20
Clovis	FRE500033	Armstrong-Herndon to South of Nees: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$25
Clovis	FRE500035	Ashlan-Locan to DeWolf: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$25
Clovis	FRE501559	AUBERRY-INTERNATIONAL TO COPPER: BIKE LANE	BIKE LANE	Bike & Pedestrian	2028	$100
Clovis	FRE500212	Barstow-Locan to DeWolf: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$15
Clovis	FRE500353	Dog Creek-Ashlan to Gettysburg: Trail	Construct Class I Trail	Bike & Pedestrian	2025	$2,000
Clovis	FRE501560	Dog Creek-Shaw to Enterprise Canal: Trail	Construct Class I Trail	Bike & Pedestrian	2025	$200
Clovis	FRE500354	Dry Creek Trail-Willow to Old Town Trail	Construct Class I Trail	Bike & Pedestrian	2025	$3,000
Clovis	FRE500977	Enterprise Canal Trail - SR 168 Crossing	Construct Class I Trail Crossing Over SR 168	Bike & Pedestrian	2020	$10,000
Clovis	FRE500290	Enterprise Canal-Fowler to Sunnyside: Trail	Trail	Bike & Pedestrian	2020	$700
Clovis	FRE500352	Enterprise Canal-Nees to Alluvial: Trail	Trail	Bike & Pedestrian	2022	$1,000
Clovis	FRE500355	Enterprise Canal-Shepherd to International: Trail	Construct Class I Trail	Bike & Pedestrian	2028	$5,000
Clovis	FRE500002	Fowler-Bullard to Barstow: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$10
Clovis	FRE500356	Jefferson-Locan to Enterprise: Trail	Trail	Bike & Pedestrian	2020	$2,500
Clovis	FRE500008	Leonard-Bullard to Ashlan: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$25
Clovis	FRE500045	Locan-South of Shepherd to Alluvial Alignment: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$18
Clovis	FRE500258	Minnewawa-Alluvial to Old Town Trail: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$5
Clovis	FRE501561	Minnewawa-North of Barstow to DeWitt	Trail	Bike & Pedestrian	2022	$20
Clovis	FRE500029	Minnewawa-South of Teague to Nees: Bike Lane	Bike Lane	Bike & Pedestrian	2025	$8
Clovis	FRE500005	Nees-Armstrong to Enterprise Canal: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$8
Clovis	FRE500256	Nees-Minnewawa to Clovis: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$8
Clovis	FRE500030	Nees-Minnewawa to Peach: Bike Lane	Bike Lane	Bike & Pedestrian	2025	$8
Clovis	FRE500278	Nees-Peach to Old Town Trail: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$5
Clovis	FRE501562	Pup Creek-Clovis to Music	Trail	Bike & Pedestrian	2022	$40
Clovis	FRE500357	R&T Park-West of Temperance & North of Alluvial: Trail	Trail	Bike & Pedestrian	2020	$820
Clovis	FRE500046	Shaw-DeWolf to Leonard: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$25
Clovis	FRE500266	Shaw-Locan to West of DeWolf: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$8
Clovis	FRE500291	Shepherd-Fowler to Sunnyside: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$8
Clovis	FRE500041	Sunnyside-Alluvial 168: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$8
Clovis	FRE501563	Sunnyside-Alluvial to Nees: Bike Lane	Bike Lane	Bike & Pedestrian	2020	$15
Clovis	FRE501564	Third-Clovis to Sunnyside: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$10
Clovis	FRE500031	Willow-Gettysburg to Ashlan: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$15
Clovis	FRE501565	Woodworth-Barstow to DeWitt: Bike Lane	Bike Lane	Bike & Pedestrian	2022	$20
Coalinga	FRE500918	Baker Street Reconstruction	On Baker Street from California Street to Sunset Street - Reconstruction of existing 2 lane local street with ADA compliant concrete sidewalks, curb ramps, bike lanes, crosswalks etc.	Bike & Pedestrian	2016	$225
Coalinga	FRE500917	California Street Reconstruction	On California Street from Cambridge Ave to Washington Ave - reconstruction of existing 2 lane local street with ADA compliant concrete sidewalks, curb ramps, bike lanes, etc.	Bike & Pedestrian	2016	$450
Coalinga	FRE501569	City of Coalinga Sidewalk Gap Closure & Pedestrian Improvement Project	Closure of sidewalk gaps and construction of ADA compliant curb ramps in areas near the City's multi-school campus	Bike & Pedestrian	2018	$323
Coalinga	FRE501579	City Wide Bike Lane & Bike Boulevards Project	Installation of bike lanes and bike boulevards, concrete work as needed	Bike & Pedestrian	2022	$190
Coalinga	FRE501580	City Wide Concrete Improvements (Curb Extensions, Curb Ramps, Ped Refuge Islands)	Installation of concrete curb extensions, curb ramps, pedestrian islands	Bike & Pedestrian	2022	$285
Coalinga	FRE501582	City Wide Crosswalk Striping & Signage Project	Installation of crosswalk striping and signage	Bike & Pedestrian	2020	$190

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Coalinga	FRE501583	City Wide Installation of Rectangular Rapid Flashing Beacons	Installation of Rectangular Rapid Flashing Beacons	Bike & Pedestrian	2022	$850
Coalinga	FRE501581	City Wide Sidewalk Project	Installation of concrete sidewalk and other concrete items as necessary	Bike & Pedestrian	2022	$470
Coalinga	FRE501570	Coalinga SRTS Sidewalk Gap Closure & Pedestrian Improvements Project	Construction of 19,275 sf of new sidewalk, ADA compliant curb ramps, and install new crosswalks	Bike & Pedestrian	2021	$394
Coalinga	FRE500920	Jayne Ave (SR33) Reconstruction from Warthan Creek Bridge to Juniper Ridge Blvd	On Jayne Ave from Warthan Creek Bridge to Juniper Ridge Blvd - Reconstruction of existing 2 lane collector street with ADA compliant concrete sidewalks, curb ramps, bike lanes, crosswalks, curb & gutter and street lighting	Bike & Pedestrian	2018	$175
Coalinga	FRE501567	Jayne Ave (SR33) Sidewalk Project	Installation of concrete sidewalk and other concrete items as necessary	Bike & Pedestrian	2024	$935
Coalinga	FRE500919	Polk Street (SR33) Reconstruction from 5th Street to Warthan Creek Bridge	On Polk Street from 5th Street to Warthan Creek Bridge - Reconstruction of existing 2 lane collector street with ADA compliant concrete sidewalks, curb ramps, bike lanes etc.	Bike & Pedestrian	2017	$380
Coalinga	FRE501576	Shared Use Trail Project (Segment 2)	Construction of shared use path including signage and striping	Bike & Pedestrian	2024	$780
Coalinga	FRE501575	Shared Use Trail Project (Segment 3)	Construction of shared use path including reconstructing bridge, signage and striping	Bike & Pedestrian	2026	$950
Coalinga	FRE501574	Shared Use Trail Project (Segment 4)	Construction of shared use path including raised speed table, signage and striping	Bike & Pedestrian	2027	$575
Coalinga	FRE501572	Shared Use Trail Project (Segment 5)	Construction of shared use path including fencing, signage and striping	Bike & Pedestrian	2028	$870
Coalinga	FRE501577	Shared Use Trail Project (Segment 6)	Construction of shared use path including signage and striping	Bike & Pedestrian	2029	$1,900
Coalinga	FRE501578	Shared Use Trail Project (Segment 7)	Construction of shared use path including signage and striping	Bike & Pedestrian	2030	$1,410
Coalinga	FRE501573	Shared Use Trail Project (Segment 8)	Construction of shared use path including landscape buffer, signage and striping	Bike & Pedestrian	2025	$2,300
Coalinga	FRE501571	Shared Use Trail Project (Segment 9)	Construction of shared use path including fencing, signage and striping	Bike & Pedestrian	2025	$1,445
Coalinga	FRE501568	Shared Use Trail Project (Segments 10, 11, and 12)	Construction of shared use path including concrete items as necessary to transition between trail segments, signage and striping	Bike & Pedestrian	2018	$600
Coalinga	FRE501566	Shared Use Trail Project (Segments 13 and 14)	Construction of shared use path including concrete items as necessary to transition between trail segments, signage and striping	Bike & Pedestrian	2020	$455
Firebaugh	FRE500799	13th St Bridge Pedestrian Crossing	In Firebaugh, on 13th Street between "P" Street and River Drive, widen 13th Street Bridge for Class 1 Bikeway.	Bike & Pedestrian	2035	$5,000
Firebaugh	FRE501584	Birch Dr Class I Shared Use Path	In Firebaugh, along the Birch Drive Levee between Helm Canal Rd and the end of Birch Dr, construct Class I shared use path and trail amenities.	Bike & Pedestrian	2025	$400
Firebaugh	FRE500804	Class II Bike Lanes - 13th St, Nees Ave, N Street, P Street and Clyde Fannon Road	In Firebaugh, on 13th Street, Nees Avenue, "N" Street, "P" Street, and Clyde Fannon Road, construct class II bike lanes including striping, markings, and signs.	Bike & Pedestrian	2022	$350
Firebaugh	FRE500862	Class II Bike Lanes - Helm Canal Road	In Firebaugh, on Helm Canal Road from Morris Kyle to City Limits construct class II bike lanes.	Bike & Pedestrian	2022	$250
Firebaugh	FRE501585	Helm Canal Rd Class I Shared Use Path	In Firebaugh, along Helm Canal Rd between Morris Kyle and the City Limits, construct Class I shared use path and trail amenities.	Bike & Pedestrian	2025	$450
Firebaugh	FRE501587	Lake Joallan Class I Shared Use Path	In Firebaugh, along the San Joaquin River and Lake Joallan between the River Ln Trail Head and the end of the Birch Dr shared use path, construct Class I shared use path and trail amenities.	Bike & Pedestrian	2035	$500
Firebaugh	FRE500803	Pedestrian Facilities - 10th, 11th, 12th, and 13th St	In Firebaugh, on 10th, 11th, 12th, and 13th Street between "N" Street and "P" Street, reconstruct pedestrian facilities including sidewalks, curb, gutter, driveways, and curb cut ramps.	Bike & Pedestrian	2021	$1,100

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Firebaugh	FRE501586	Pedestrian Facilities - Highway 33, Welty Avenue to Clyde Fannon Road	In Firebaugh, on Highway 33 (N Street) between Welty Avenue and Clyde Fannon Road, construct pedestrian facilities including sidewalk, curb, gutter, driveways, and ADA ramps.	Bike & Pedestrian	2030	$1,000
Firebaugh	FRE500800	Pedestrian Facilities - O Street and 11th Street Intersection	In Firebaugh, at the intersection of "O" Street and 11th Street, construct pedestrian facilities including bulbouts and ramps.	Bike & Pedestrian	2020	$365
Firebaugh	FRE500801	Pedestrian Facilities - O Street, 8th Street to 9th Street and 11th Street to 13th Street	In Firebaugh, on "O" Street between 8th Street and 9th Street and betweeen 11th Street and 13th Street, reconstruct pedestrian facilities including sidewalk, curb, gutter, driveways, and bulb-outs.	Bike & Pedestrian	2022	$3,000
Firebaugh	FRE500802	Pedestrian Facilities - P Street, 10th Street to 11th Street	In Firebaugh, on "P" Street between 10th Street and 11th Street, reconstruct pedestrian facilities including sidewalk, curb, gutter, driveways, and bulb-outs.	Bike & Pedestrian	2020	$900
Firebaugh	FRE501589	Pedestrian Facilities - Saipan Avenue, O Street to Q Street	In Firebaugh, on Saipan Avenue, between O Street and Q Street, reconstruct pedestrian facilities including sidewalk, curb, gutter, driveways, and ADA ramps.	Bike & Pedestrian	2022	$345
Firebaugh	FRE501404	Pedestrian Facilities - Welty Avenue, Del Rio Avenue, and Cordel Avenue	In Firebaugh, on Welty Avenue, Del Rio Avenue, and Cordel Avenue, construct pedestrian facilities including sidewalk, curb, gutter, driveways, and ADA ramps.	Bike & Pedestrian	2030	$500
Firebaugh	FRE501588	Poso Canal Class I Shared Use Path and Bridge	In Firebaugh, along the Poso Canal between Maldonado Park and the Levee Road Path, construct Class I shared use path, trail amenities, and a bike/ped bridge crossing Poso Canal.	Bike & Pedestrian	2030	$450
Firebaugh	FRE501405	WWTP Class I Shared Use Path	In Firebaugh, along the San Joaquin River and the Firebaugh Wasteway between the Lake Joallan Trail and the end of the Helm Canal Rd shared use path, construct Class I shared use path and trail amenities.	Bike & Pedestrian	2038	$650
Fowler	FRE501406	Armstong Avenue Sidewalks	Construct new sidewalks	Bike & Pedestrian	2020	$165
Fowler	FRE500972	Fowler Avenue Bike Lanes	Construct bicycle and pedestrian facilities on Fowler Avenue between Adams and north city limits.	Bike & Pedestrian	2016	$210
Fowler	FRE500978	Golden State Blvd Trail - Phase I	City of Fowler, Golden State Blvd from Manning to South	Bike & Pedestrian	2016	$280
Fowler	FRE500979	Golden State Blvd. Trail - Phase 2	In Fowler, Golden State Boulevard from Manning to S. City Limits - Construct Trail	Bike & Pedestrian	2017	$220
Fowler	FRE500982	Golden State Blvd. Trail Phase 3	In Fowler, Golden State Blvd from South to north city limits - Construct Bike/Ped Trail	Bike & Pedestrian	2025	$750
Fowler	FRE501407	S. Fowler Avenue Sidewalks	Construct Sidewalks on S. Fowler Avenue between Fresno Street and South Avenue	Bike & Pedestrian	2020	$175
Fowler	FRE501408	Walters Ave / Temperance Avenue Crosswalk	Construct new crosswalks with warning devices	Bike & Pedestrian	2020	$80
Fresno	FRE501484	Abby-Divisadero to Hedges: 3 LU to 3 LU (ONE-WAY)	3 LU to 3 LU (one-way) with bike lanes	Bike & Pedestrian	2022	$875
Fresno	FRE500601	Alluvial - Maple to Willow: 2 LU to 2 LD with 2WLTL, Bike Lanes, and Sidewalks	2 LU to 2 LD with 2WLTL, Bike Lanes, and Sidewalks	Bike & Pedestrian	2025	$2,000
Fresno	FRE501006	Amador St / A Street - Teilman Ave to Fresno St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2027	$861
Fresno	FRE501483	Amador St / A Street - Tulare to Ventura: Bike Lanes	Bike Lanes	Bike & Pedestrian	2027	$252
Fresno	FRE500602	American-Orange to Maple: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks, curb and gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE500606	Annadale-Fruit to Walnut Ave: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500605	Annadale-Marks to Hughes: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks	Bike & Pedestrian	2035	$1,000
Fresno	FRE500604	Annadale-Walnut to Elm: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks, curb and gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500998	Armstrong Ave, Dakota to Clovis city limits - 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2025	$240
Fresno	FRE500323	Ashlan - Marks to West: Bike Lane	Bike Lanes	Bike & Pedestrian	2035	$700
Fresno	FRE501000	B Street - Trinity to Kern: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$770
Fresno	FRE501065	Barstow Ave - 440 ft W of Chestnut Ave to Chestnut Ave: Trail	Trail	Bike & Pedestrian	2027	$48
Fresno	FRE500625	Barstow-Garfield to Grantland: 2 LU to 3 LU	2 LU to 3 LU with sidewalks and bike lanes	Bike & Pedestrian	2030	$1,000
Fresno	FRE500296	Barstow-Maroa to Blackstone: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$120

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Fresno	FRE500061	Belmont - Chestnut to Clovis: Bike Lanes	Bike Lanes	Bike & Pedestrian	2035	$1,400
Fresno	FRE501077	Belmont - Palm to SR-41	Modify Belmont Ave from 4 LU to 2 LD with bike lanes and pedestrian bulb-outs	Bike & Pedestrian	2035	$3,500
Fresno	FRE501080	Belmont:Grantland to Cornelia: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$4,000
Fresno	FRE500575	Belmont-Marks to SR 99:Bike lanes and sidewalks	Bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$8,200
Fresno	FRE501487	Blackstone - Hedges to Friant:6 LD to 6 LD	6 LD to 6 LD with bike lanes	Bike & Pedestrian	2037	$4,550
Fresno	FRE501485	Blackstone/Abby - Divisadero to Hedges: 3 LU to 3 LU (ONE-WAY)	3 LU to 3 LU (one-way) with bike lanes	Bike & Pedestrian	2027	$875
Fresno	FRE501486	Blackstone-Hedges to Friant:6 LD to 6 LD	6 LD to 6 LD with bike lanes	Bike & Pedestrian	2022	$4,550
Fresno	FRE500637	Blythe - Whites Bridge to Dakota: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$7,000
Fresno	FRE500636	Blythe-Dakota to Ashlan: 2 LU to 2 LD	2 LU to 2 LD with bike lanes and sidewalks, curb, gutter	Bike & Pedestrian	2025	$4,000
Fresno	FRE501488	Brawley - Belmont to Clinton: 2 LU to 2 LU, 2 LU to 4 LU	2LU to 4 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2032	$3,625
Fresno	FRE501043	Brawley Ave Trail - Gettysburg Ave Trail to Cornelia Ave: Trail	Trail	Bike & Pedestrian	2027	$126
Fresno	FRE500639	Brawley- California to Madison: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$5,800
Fresno	FRE501489	Broadway - Divisadero to Thomas: 2 LU to 2 LU	2 LU to 2 LU with bike lanes	Bike & Pedestrian	2027	$420
Fresno	FRE501015	Broadway / Los Angeles St - Ventura St to Van Ness: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$714
Fresno	FRE500643	Bryan - Barstow to Bullard: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2027	$1,000
Fresno	FRE500644	Bryan - McKinley to Shaw: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$6,000
Fresno	FRE500653	Bullard-Garfield to Grantland: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE501028	Bulter Ave - Peach to Clovis: Bike Lanes	Bike Lanes	Bike & Pedestrian	2025	$700
Fresno	FRE501027	Butler Ave - O Street to East: Bike Lanes	Bike Lanes	Bike & Pedestrian	2023	$105
Fresno	FRE500654	Butler-East to Peach: 2 LU to 3 LU with bike lanes	2 LU to 3 LU with bike lanes and sidewalks, curb, gutter	Bike & Pedestrian	2023	$6,000
Fresno	FRE501081	California- West Marks to Hughes	2 LU to 3 LU with bike lanes and sidewalks, curb, gutter	Bike & Pedestrian	2030	$1,000
Fresno	FRE500660	California-Brawley to Marks: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500658	California-Hughes to West: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE500659	California-Van Ness to Cedar: 2 LU to 3 LU with sidewalks, bike lanes, curb and gutter	2 LU to 3 LU with sidewalks, bike lanes, curb and gutter	Bike & Pedestrian	2030	$3,000
Fresno	FRE501040	Canal-Rialto Trail - Enterprise-Holland Colony No. 122 to Rialto Ave: Trail	Trail	Bike & Pedestrian	2022	$12
Fresno	FRE501491	Cedar - Tulare to Belmont: 4 LD to 6 LD	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2037	$4,100
Fresno	FRE500662	Cedar-American to Central: 2 LU to 2 LD	2 LU to 2 LD with sidewalks, bike lanes, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE501492	Cedar-Jensen to Butler: 4 LU to 4 LD	4 LU to 4 LU with bike lanes, sidewalks	Bike & Pedestrian	2037	$1,099
Fresno	FRE501490	Cedar-Ventura/Kings Canyon to Tulare: 4 LD to 4 LD	4 LD to 4 LD with bike lanes	Bike & Pedestrian	2037	$350
Fresno	FRE501493	Central- Orange to Maple: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2027	$2,000
Fresno	FRE500666	Central-Elm to Maple: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500665	Central-Fig to Elm: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2035	$1,000
Fresno	FRE500669	Cherry - Central to North: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500668	Cherry - North to Church: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$3,000
Fresno	FRE500673	Church-Fowler to Temperance: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks curb and gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500457	Church-Marks to West: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500672	Church-West to Fig: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks, curb and gutter	Bike & Pedestrian	2030	$6,150
Fresno	FRE500578	Church-Willow to Peach 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE500678	Clinton-Grantland to Hayes: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500679	Clinton-Hayes to Polk: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$1,000

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Fresno	FRE500300	Clovis Old Town/Fowler-Dakota to Tulare: Trail	Trail	Bike & Pedestrian	2022	$750
Fresno	FRE501495	Cornelia - Ashlan to Gettysburg: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$1,000
Fresno	FRE500689	Cornelia - Belmont to McKinley: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE500474	Cornelia - McKinley to Shields: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE501494	Cornelia - Santa Ana to Shaw: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$500
Fresno	FRE500688	Cornelia - Shields to Ashlan: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE501016	Corona Ave - Salinas Ave to Gates Ave: Bike Lanes	Bike Lanes	Bike & Pedestrian	2023	$350
Fresno	FRE501055	Corona Ave Trail - Polk Ave to Corona Ave: Trail	Trail	Bike & Pedestrian	2022	$48
Fresno	FRE501056	Corona Ave Trail - Sierra Ave to Polk Ave: Trail	Trail	Bike & Pedestrian	2023	$78
Fresno	FRE501057	Dakota Ave / Bond St Trail - Dakota Ave to Bond St: Trail	Trail	Bike & Pedestrian	2023	$96
Fresno	FRE500690	Dakota-Fowler to Temperance: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500458	Dakota-Hayes to Polk: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE500691	Dakota-Polk to Valentine: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$4,000
Fresno	FRE501066	Dayton Ave Trail - Jeanne Ave to Dayton Ave cul-de-sac: Trail	Trail	Bike & Pedestrian	2022	$18
Fresno	FRE501049	Del Mar Ave Trail - Dakota Ave to Garland Ave: Trail	Trail	Bike & Pedestrian	2027	$102
Fresno	FRE501047	E. Campus Trail - S. Campus Trail to N. Campus Trail: Trail	Trail	Bike & Pedestrian	2020	$948
Fresno	FRE500702	East - Central to Jensen: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$4,200
Fresno	FRE500701	East - Church to Butler: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE500294	Eaton Trail-N of Audubon Dr to Copper: Bridge Rehab	Rehabilitation	Bike & Pedestrian	2022	$5,600
Fresno	FRE501045	Effie St. Trail - Gettysburg Ave to Effie St: Trail	Trail	Bike & Pedestrian	2022	$78
Fresno	FRE501046	Effie St. Trail - Hampton Way to Sussex Way: Trail	Trail	Bike & Pedestrian	2023	$36
Fresno	FRE501051	Effie St. Trail - Shields Ave to Hunter Ave: Trail	Trail	Bike & Pedestrian	2022	$12
Fresno	FRE500704	Elm - Central to North: 2 LU to 2 LD	2 LU to 2 LD with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$3,100
Fresno	FRE500060	Emersen-Valentine to Marks: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$350
Fresno	FRE501039	Enterprise-Holland Colony No. 122 Canal Trail - Shaw Ave to Holland Ave: Trail	Trail	Bike & Pedestrian	2027	$486
Fresno	FRE500351	Fancher Creek Canal - Clovis to Fowler: Trail	Trail	Bike & Pedestrian	2020	$2,100
Fresno	FRE500707	Fig (MLK) - Central to North: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500706	Fig (MLK) - Jensen to Church: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2030	$350
Fresno	FRE500705	Fig (MLK) - North to Annadale: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$1,000
Fresno	FRE501496	Fig (MLK)-Annadale to Jensen: 2 LU to 3 LU	2 LU to 3 LU with bike lanes	Bike & Pedestrian	2022	$350
Fresno	FRE501497	Fig (MLK)-Church to Annadale: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE501025	Fir Ave / Locust Ave - Fresno St to Mariposa St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$161
Fresno	FRE501067	Fir Ave / Locust Ave - Mariposa St to Orchard St: Trail	Trail	Bike & Pedestrian	2023	$78
Fresno	FRE501498	First-Ventura to Tulare: 4 LU TO 4 LD	4 LU to 4 LD with bike lanes	Bike & Pedestrian	2022	$350
Fresno	FRE501037	Fourth Street Trail - Sierra Ave to Barstow Ave: Trail	Trail	Bike & Pedestrian	2022	$600
Fresno	FRE501499	Fowler-Butler to Kings Canyon: 2LU to 2 LD	2 LU to 3 LD with sidewalks, curb and gutter	Bike & Pedestrian	2027	$1,550
Fresno	FRE500459	Fowler-Hamilton to Kings Canyon: 2 LU to 2 LD	2 LU to 2 LD with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2030	$2,325

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Fresno	FRE501500	Fresno-Bullard to Sierra: 4 LU to 4 LD	4 LU to 4 LD with bike lanes	Bike & Pedestrian	2022	$350
Fresno	FRE500295	Fresno-California to A Street: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$665
Fresno	FRE501501	Fresno-California to Barstow: 4 LU to 4 LD	4 LU to 4 LD with bike lanes, sidewalks	Bike & Pedestrian	2022	$4,550
Fresno	FRE501502	Fresno-Sierra to Herndon: 4 LU to 4 LD	4 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,550
Fresno	FRE500717	Fruit - Jensen to California: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500476	Fruit - North to Jensen: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE501503	Fruit-Dakota to Ashlan: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE501504	Fruit-Shaw to Herndon: 4 LU to 4 LU	4 LU to 4 LU with bike lanes, sidewalks	Bike & Pedestrian	2022	$1,400
Fresno	FRE501063	Gettysburg Ave - Hayes Ave to Cornelia Ave: Trail	Trail	Bike & Pedestrian	2020	$588
Fresno	FRE501052	Gettysburg Ave Trail - Brawley Ave to Herndon No. 39 Canal Trail: Trail	Trail	Bike & Pedestrian	2025	$252
Fresno	FRE501505	H Street - 575 ft N of Fresno St. to Tulare St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2025	$196
Fresno	FRE501002	H Street - Belmont Ave to Divisadero St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2025	$455
Fresno	FRE501050	H Street - Belmont Ave to Tulare St: Trail	Trail	Bike & Pedestrian	2025	$996
Fresno	FRE501070	H Street - Tulare Ave to Broadway St: Trail	Trail	Bike & Pedestrian	2025	$1,458
Fresno	FRE500731	Hamilton-Armstrong to Temperance: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2025	$1,000
Fresno	FRE501060	Hampton Way / Millbrook Ave Trail - 400 ft E of Millbrook Ave to Millbrook Ave: Trail	Trail	Bike & Pedestrian	2027	$48
Fresno	FRE501506	Harrison Street - Bedford to Nees	Trail	Bike & Pedestrian	2022	$300
Fresno	FRE500734	Hayes - Dakota to Shaw: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2025	$3,000
Fresno	FRE500735	Hayes - McKinley to Dakota: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$3,000
Fresno	FRE500477	Hayes-Belmont to McKinley: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE500050	Herndon-1/8 mi E Valentine to 1/8 mi W Valentine: Trail Gap	Trail Gap	Bike & Pedestrian	2022	$377
Fresno	FRE500261	Herndon-Blackstone to Golden State: Trail	Trail	Bike & Pedestrian	2020	$3,600
Fresno	FRE501054	Holland Ave - Blackstone to Effie St: Trail	Trail	Bike & Pedestrian	2023	$78
Fresno	FRE501038	Hoover Plaza Trail - Fourth Street Trail to First St: Trail	Trail	Bike & Pedestrian	2025	$186
Fresno	FRE500746	Hughes - Church to Whites Bridge: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$3,000
Fresno	FRE501509	Hughes - McKinley to 180: 2 LU to 3 LU	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$200
Fresno	FRE501480	Hughes - McKinley to Nielsen	Bike & Ped	Bike & Pedestrian	2022	$875
Fresno	FRE500745	Hughes - Nielsen to McKinley: 2 LU to 3 LU	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$3,000
Fresno	FRE501507	Hughes - Wagon Wheel to Nielsen: 2 LU to 3 LU	2 LU to 3 LU widen bridge with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$100
Fresno	FRE501508	Hughes - Whites Bridge to 180: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$240
Fresno	FRE501059	Hughes Ave Trail - BNSF Railroad Class I to Hughes Ave: Trail	Trail	Bike & Pedestrian	2022	$18
Fresno	FRE501042	Huntington Ave Trail - Huntington Ave Cul-de-sac to Peach Ave: Trail	Trail	Bike & Pedestrian	2022	$120
Fresno	FRE501510	Ingram - Spruce to Nees: 4 LU to 5 LU	4 LU to 5 LU with bike lanes	Bike & Pedestrian	2022	$525
Fresno	FRE500068	Kearney Blvd - Marks to Fig: Trail	Trail	Bike & Pedestrian	2027	$1,500
Fresno	FRE501033	Lane Ave - Villa Ave to Minnewawa Avenue: Trail	Trail	Bike & Pedestrian	2020	$132
Fresno	FRE500379	Locan-Clinton to Clovis CL (Dakota Align): 2 LU to 3 LU	2 LU to 3 LU	Bike & Pedestrian	2030	$2,200
Fresno	FRE501082	Madison- Brawley to Marks	2 LU to 3 LU with bike lanes & sidewalks, curb and gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE501511	Maple - Alluvial to Nees: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE500382	Maple - Behymer to .1 mile N/O Behymer : Complete NB Through Lane	Complete NB Through Lane with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$200
Fresno	FRE501516	Maple - Butler to Church	Bike & Ped	Bike & Pedestrian	2022	$700

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Fresno	FRE500386	Maple - International to Copper: 2 LU to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Bike & Pedestrian	2025	$1,550
Fresno	FRE501515	Maple - Jensen to Butler: 4 LU to 5 LU	4 LU to 5 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$4,500
Fresno	FRE501513	Maple - Kings Canyon to Olive: 4 LU to 5 LU	4 LU to 5 LU with bike lanes, sidewalks	Bike & Pedestrian	2022	$1,050
Fresno	FRE501512	Maple - McKinley to Shields: 3 LU to 3 LU	3 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2022	$700
Fresno	FRE501514	Maple - North to Jensen: 4 LU to 5 LU	4 LU to 5 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$3,000
Fresno	FRE501482	Maple - Olive to Kings Canyon	Bike & Ped	Bike & Pedestrian	2022	$875
Fresno	FRE500462	Maple - Perrin to Plymouth Way: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2025	$500
Fresno	FRE501481	Maple - Shields to University	Bike & Ped	Bike & Pedestrian	2022	$700
Fresno	FRE500384	Maple - Teague to Shepherd: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2027	$1,000
Fresno	FRE500385	Maple-Herndon to Nees: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Bike & Pedestrian	2022	$2,000
Fresno	FRE500387	Maple-Nees to Teague: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE500383	Maple-Shepherd to Perrin: 2 LU to 3 LU	2 LU to 3 LUwith bike lanes and sidewalks, curb, gutter	Bike & Pedestrian	2027	$1,000
Fresno	FRE501030	Mariposa St / Railroad Trail Connector - Mariposa St to BNSF Railroad Class I: Trail	Trail	Bike & Pedestrian	2023	$18
Fresno	FRE501517	Marks - Emerson to Emerson: 4 LU to 4 LD	4 LU to 4 LD? with sidewalks and bike lanes, curb, gutter	Bike & Pedestrian	2022	$372
Fresno	FRE500392	Marks-North to Jensen: 2 LU to 2 LD	2 LU to 2 LD with sidewalks and bike lanes, curb, gutter	Bike & Pedestrian	2035	$700
Fresno	FRE501522	Maroa - Herndon to Shields Class IV	Bike & Ped	Bike & Pedestrian	2022	$2,800
Fresno	FRE501518	Maroa - Ashlan to Shaw: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$2,000
Fresno	FRE501521	Maroa - Bullard to Herndon: 4 LU to 3 LU	4 LU to 3 LU with bike lanes	Bike & Pedestrian	2022	$700
Fresno	FRE501520	Maroa - Shaw to Barstow: 4 LU to 3 LU	4 LU to 3 LU with bike lanes	Bike & Pedestrian	2022	$350
Fresno	FRE501519	Maroa - Shields to Ashlan: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$2,000
Fresno	FRE500305	Mckenzie - Willow to Winery: Trail	Trail	Bike & Pedestrian	2022	$150
Fresno	FRE500397	McKinley-Grantland to Polk	2 LU to 3 LU with bike lanes and sidewalks, curb, gutter	Bike & Pedestrian	2035	$3,000
Fresno	FRE501079	McKinley-Grantland to Polk: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$3,000
Fresno	FRE501523	Midtown Trail: Millbrook - Michigan to McKinley	Trail	Bike & Pedestrian	2022	$600
Fresno	FRE501524	Millbrook - Fort Washington to Olympic: 3 LU to 3 LU	2 LU to 3 LU with sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE501525	Millbrook - Nees to Teague: 3 LU to 3 LU	3 LU to 3 LU with sidewalks	Bike & Pedestrian	2022	$350
Fresno	FRE501013	Minarets Ave - Ingram Ave to Blackstone: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$427
Fresno	FRE500402	Minnewawa-Jensen to Grove: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks.	Bike & Pedestrian	2030	$500
Fresno	FRE501064	N. Campus Trail - S. Campus Trail to Maple Ave: Trail	Trail	Bike & Pedestrian	2027	$426
Fresno	FRE500567	Nees- Maple to Chestnut	curb, gutter, sidewalk, bike lane	Bike & Pedestrian	2021	$350
Fresno	FRE500415	Nielsen-Brawley to Marks: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500416	Nielsen-Tielman to G/Divisadero: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks	Bike & Pedestrian	2035	$1,500
Fresno	FRE500419	North Ave from Marks to Hughes: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks, curb, gutter with Class 1 bike path/trail	Bike & Pedestrian	2030	$1,000
Fresno	FRE500420	North-Hughes to West: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	Bike & Pedestrian	2030	$1,000
Fresno	FRE500422	North-Walnut to Fig: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	Bike & Pedestrian	2035	$1,000
Fresno	FRE500421	North-West to Walnut: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	Bike & Pedestrian	2030	$2,000
Fresno	FRE500424	Olive-Grantland to Marks: 2 LU to 3 LU	2 LU to 3 LU with bike lanes and sidewalks	Bike & Pedestrian	2035	$8,000
Fresno	FRE500425	Orange - American to Central: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE500464	Orange - Central to Hwy 99: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2032	$2,400
Fresno	FRE501527	Orange - Church to Ventura: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$3,000
Fresno	FRE501526	Orange - Hwy 99 to Railroad: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,200
Fresno	FRE500426	Orange-Jensen to Church:4 LU to 5LU	4 LU to 5LU with bike lanes, sidewalks	Bike & Pedestrian	2035	$1,500

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Fresno	FRE500022	Palm - Browning to H Street: Bike Lane	Bike Lanes	Bike & Pedestrian	2030	$3,675
Fresno	FRE501528	Palm-H to Shaw: 4 LU to 4 LU	4 LU to 4 LU with bike lanes	Bike & Pedestrian	2022	$2,975
Fresno	FRE501530	Parkway Drive - Cedar to North: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE501529	Parkway Drive - Herndon to Herndon: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$1,000
Fresno	FRE501034	S. Campus Trail - Cedar Ave Crossing to Maple Ave: Trail	Trail	Bike & Pedestrian	2023	$396
Fresno	FRE501035	S. Campus Trail - Millbrook Ave to Cedar Ave Crossing: Trail	Trail	Bike & Pedestrian	2023	$222
Fresno	FRE501041	San Jose Ave-Blackstone Ave Connector - San Jose to Blackstone: Trail	Trail	Bike & Pedestrian	2022	$6
Fresno	FRE501044	San Jose Connector - San Jose Ave to Colonial Ave: Trail	Trail	Bike & Pedestrian	2022	$6
Fresno	FRE501531	San Pablo-Divisadero to Olive:2 LU to 3 LU?	2 LU to 3 LU? with bike lanes	Bike & Pedestrian	2022	$700
Fresno	FRE501053	Santa Ana Ave - Van Ness Blvd to Effie St: Trail	Trail	Bike & Pedestrian	2020	$54
Fresno	FRE500443	Santa Fe-Palo Alto to Fig Garden:4 LD to 4 LD	4 LD to 4 LD with sidewalks	Bike & Pedestrian	2022	$1,550
Fresno	FRE501532	Shepherd - Friant to Millbrook	Trail	Bike & Pedestrian	2022	$1,200
Fresno	FRE501032	Shields Ave / Hunter Ave Connector - Shields Ave to Hunter Ave: Trail	Trail	Bike & Pedestrian	2022	$12
Fresno	FRE501031	Shields Ave Trail - Blackstone to Herndon No. 39 Canal Trail: Trail	Trail	Bike & Pedestrian	2023	$246
Fresno	FRE500502	Shields-Cornelia to Parkway: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$4,000
Fresno	FRE500501	Shields-Garfield to Grantland: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE500504	Shields-Grantland to Cornelia: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$4,000
Fresno	FRE501533	Shields-Weber to Hughes: 4 LU to 4 LD	4 LU to 4 LD with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2027	$1,550
Fresno	FRE500298	Sierra-Palm to Fresno: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$700
Fresno	FRE501012	Sixth Street - Tulare St to Ventura St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2027	$707
Fresno	FRE501003	Spruce Ave - Blackstone Ave to Abby St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$91
Fresno	FRE501534	Spruce- Strother to Hayes	Bike lanes	Bike & Pedestrian	2030	$175
Fresno	FRE501061	SR 168 Trail - Dry Creek Trail to 1000 ft NE of Chestnut Ave: Trail	Trail	Bike & Pedestrian	2023	$660
Fresno	FRE501004	Stanislaus St - A Street to Divisadero St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2030	$882
Fresno	FRE500136	SW Corner of Shepherd & Willow: Park-N-Ride Lot & Trailhead	Park-N-Ride Lot & Trailhead	Bike & Pedestrian	2024	$258
Fresno	FRE501535	Teilman-Whitesbridge to Belmont: 2 LU to 3 LU	2 LU to 3 LU widen bridge with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$2,000
Fresno	FRE501010	Tollhouse Road - Tollhouse Rd Trail to Dakota Ave: Bike Lanes	Bike Lanes	Bike & Pedestrian	2030	$63
Fresno	FRE501062	Tollhouse Road Trail - Tollhouse Rd to Tollhouse Rd: Trail	Trail	Bike & Pedestrian	2027	$246
Fresno	FRE500304	Tulare-California to E Street: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$875
Fresno	FRE501009	Tuolumne St - A Street to Divisadero St: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$980
Fresno	FRE500533	Valentine - California to Whitesbridge: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2030	$2,000
Fresno	FRE501537	Valentine - Franklin to McKinley: 2LU TO 3LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$2,300
Fresno	FRE500531	Valentine - McKinley to Parkway Dr: 2 LU to 3 LU	2 LU to 3 LU w/bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2025	$2,800
Fresno	FRE501538	Valentine - Nielsen to Franklin: 3LU	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$800
Fresno	FRE501536	Valentine - Whitesbridge to CA180: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2022	$300
Fresno	FRE501069	Van Ness Blvd - Magill Ave to 300 ft. S/O Keats Ave: Trail	Trail	Bike & Pedestrian	2025	$1,122
Fresno	FRE500279	Ventura-C Street to E Street: Bike Lane	Bike Lanes	Bike & Pedestrian	2022	$175
Fresno	FRE501068	Veterans /Grantland Access Trail - Veterans / Grantland Class I to Millbrae Ave: Trail	Trail	Bike & Pedestrian	2025	$24
Fresno	FRE501029	Villa Ave - Kings Canyon to Bulter Ave: Trail	Trail	Bike & Pedestrian	2025	$312

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Fresno	FRE501036	W. Campus Trail - Millbrook Ave to N. Campus Trail: Trail	Trail	Bike & Pedestrian	2022	$312
Fresno	FRE500540	Walnut - North to Whites Bridge: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$4,000
Fresno	FRE500067	Washington Colony/Church-Willow to Peach: Trail	Trail	Bike & Pedestrian	2027	$300
Fresno	FRE501007	Weber-Clinton to Olive:2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2027	$2,000
Fresno	FRE500542	Weber-Olive to Belmont: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb, sidewalks	Bike & Pedestrian	2030	$1,400
Fresno	FRE500545	West - North to Jensen: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$2,000
Fresno	FRE500546	West-Jensen to Kerney: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2035	$3,000
Fresno	FRE500547	West-Kearney to Whitesbridge: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Bike & Pedestrian	2025	$1,000
Fresno	FRE500549	Whitesbridge-Valentine to Fruit: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$4,000
Fresno	FRE501539	Willow - Herndon to Escalon	Trail	Bike & Pedestrian	2027	$462
Fresno	FRE500583	Willow-Church to Butler: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$2,000
Fresno	FRE500550	Willow-Jensen to Church: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2030	$1,000
Fresno	FRE500551	Willow-North to Jensen: 2 LU to 3 LU	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Bike & Pedestrian	2035	$2,000
Fresno	FRE501011	Wishon Ave - Fountain Way to Shields Ave: Bike Lanes	Bike Lanes	Bike & Pedestrian	2022	$175
Fresno County	FRE500938	Fowler Avenue Class II Bike Lane Nees to Shepherd	Signage and striping	Bike & Pedestrian	2032	$79
Fresno County	FRE500770	Fruit Avenue Bike Lanes Phase 1	Road diet to install Class II Bike Facilities	Bike & Pedestrian	2042	$1,579
Fresno County	FRE501410	Latonia St from Mount Whitney Ave to Pio Pico Ave AC Pathway	Install AC Pathway & Drainage Facilities	Bike & Pedestrian	2030	$702
Fresno County	FRE500955	Maple Avenue Class II Bike Lanes University to Cornell	Signage and striping	Bike & Pedestrian	2032	$198
Fresno County	FRE500940	Palm Avenue Class II Bike Lane (Fig Garden County Island) Ashlan to Dakota	Striping and signage	Bike & Pedestrian	2032	$316
Fresno County	FRE500939	Palm Avenue Class II Bike Lane (Fig Garden County Island) Shaw to Ashlan	Striping and signage	Bike & Pedestrian	2032	$336
Fresno County	FRE500937	Shaw Ave (Enterprise Canal) Class II Bike Lane McCall to Academy	Striping, signage, and shoulder widening	Bike & Pedestrian	2025	$494
Fresno County	FRE500952	Shaw Avenue (Enterprise Trail) Class II Bike Lane DeWolf to McCall	Striping and signage	Bike & Pedestrian	2020	$138
Fresno County	FRE501409	Trail from Friant Rd to North Fork Rd to proposed canal trail, with Class II connection on North Fork Rd to Friant Rd	Construct Class I Bike Path	Bike & Pedestrian	2042	$6,948
Fresno County	FRE501411	Alluvial Ave from Paula Ave to west of Willow Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$222
Fresno County	FRE501412	Armstrong Ave from Raco Ave to Butler Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$315
Fresno County	FRE501413	Ashlan Ave from Minnewawa Ave to west of Clovis Ave, and from Clovis Ave to east of Sunnyside Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$1,304
Fresno County	FRE501414	Barstow Ave from Van Ness Blvd to Forkner Ave, from Brooks Ave to Thorne Ave, and from east of Wilson Ave to west of Maroa Ave Sidewalk	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2035	$3,908
Fresno County	FRE501415	Belmont Ave from Winery Ave to east of Bush Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$1,221
Fresno County	FRE501416	Bullard Ave from Briarwood Ave to Sequoia Ave, from Channing Way to Fruit Ave, and from west of Harrison Ave to Harrison Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$706
Fresno County	FRE501417	Butler Ave from east of Minnewawa Ave to Armstrong Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$2,323
Fresno County	FRE501418	Cherry Ave from North Ave to Central Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$1,324
Fresno County	FRE501419	Chestnut Ave from north of Clinton Ave to south of Shields Ave AC Pathway	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$853
Fresno County	FRE501420	Church Ave from Valentine Ave to Marks Ave AC Pathway	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$450
Fresno County	FRE501421	Clovis Ave from Park Circle Dr to railroad tracks to south	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$876

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Fresno County	FRE501422	Elm Ave from Fantz Ave to Morton Ave AC Pathway	Install AC Pathway & Drainage Facilities	Bike & Pedestrian	2027	$373
Fresno County	FRE501423	Fowler Ave from Butler Ave to Heaton Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$336
Fresno County	FRE501424	Fowler Ave from De Woody St to Dollar General	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$450
Fresno County	FRE501425	Friant Rd from Lost Lake Park entrance to North Fork Rd and North Fork Rd from Friant Rd to proposed trail	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$1,762
Fresno County	FRE501426	Fruit Ave from San Jose Ave to Morris Ave Sidewalk	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2033	$320
Fresno County	FRE501436	Gap on Mt Whitney Ave west of Marks Ave Sidewalks	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$323
Fresno County	FRE501427	Gaps on De Woody St from Fowler Ave to Armstrong Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$281
Fresno County	FRE501428	Grantland Avenue Sidewalk	Install sidewalk, curb & gutter, curb ramp , modify existing school crosswalk, & Install new school crosswalk	Bike & Pedestrian	2021	$881
Fresno County	FRE501429	Kings Canyon Rd from Armstrong Ave to east of Burgan Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$330
Fresno County	FRE501430	Lincoln Ave from Clara to Lily AC Pathway	Install AC Pathway & Drainage Facilities	Bike & Pedestrian	2027	$373
Fresno County	FRE501431	Maple Ave from Princeton Ave to Clinton Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$446
Fresno County	FRE501432	Marks Ave from Lake Van Ness Cir south to city limit	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$234
Fresno County	FRE501433	Marks Ave from Mt Whitney Ave to Kruger Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$446
Fresno County	FRE501434	Maroa Ave from Browning Ave to north to city limit Sidewalk	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2033	$320
Fresno County	FRE501435	Minnewawa Ave fro Dakota to Ashlan Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$1,331
Fresno County	FRE501437	Mt Whitney Ave from Avila Ave to Sherill St Sidewalks	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$318
Fresno County	FRE501476	North Ave from Cherry Ave to east of Clara Ave	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$534
Fresno County	FRE501477	Shields Ave from Chestnut Ave to Recreation Ave AC Pathway	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2042	$360
Fresno County	FRE501478	Sierra Ave from Dolores Ave to Forkner Ave Sidewalk	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2038	$2,362
Fresno County	FRE501479	Tulare Ave from west of Caesar Ave to east of Minnewawa Ave Sidewalk	Install Drainage Facilities and Sidewalks	Bike & Pedestrian	2038	$1,958
Huron	FRE500814	Bicycle Network	Installation of new bike lane facilities along various streets	Bike & Pedestrian	2018	$600
Huron	FRE500811	Lassen Ave & Ninth St Pocket Park Plaza	Development of a new Pocket Park Plaza with bench seating areas, bike racks, trash receptacles, shade structure, landscape trees, security lighting, and connector street	Bike & Pedestrian	2018	$700
Huron	FRE500812	Lassen Ave & Union Pacific Railroad Tracks - Pedestrian - Rail at Grade Crossing	Reconstruction of existing 4 lane conventional highway with new ADA-compliant concrete sidewalk, pedestrian crossing, warning device, and channelization fencing	Bike & Pedestrian	2018	$800
Huron	FRE500813	M Street from Palmer Ave to 4th St - Reconstruction with Pedestrian and Bike Improvements	Reconstruction of existing 2 lane collector street with bike lanes, new ADA-compliant concrete sidewalk, pedestrian crossing warning devices, channelization fencing, and detectable warning surface	Bike & Pedestrian	2030	$780
Huron	FRE501540	Sidewalk & Urban Greening on East Side of Lassen Ave	Sidewalk construction, improvements, and urban greening on east side of Lassen Ave from the Pocket Park Plaza (Plazcita) to Post Office	Bike & Pedestrian	2022	$550
Kerman	FRE501541	California - Madera to E/O Goldenrod: Class I Trail	Construct Class I Trail	Bike & Pedestrian	2028	$1,995
Kerman	FRE501549	Houghton Canal Trail - Modoc to Sycamore	Along Houghton Canal; Construct Class I Trail	Bike & Pedestrian	2043	$4,500
Kerman	FRE501542	Kearney - G to Vineland: Construct Sidewalk	Construck Sidewalk on South Side	Bike & Pedestrian	2020	$105
Kerman	FRE501546	Kearney Pedestrian Crossing - 17th	Construct Curb Bulbouts and Install High-Visibility Crosswalks, Signage, RRFBs	Bike & Pedestrian	2028	$110
Kerman	FRE501544	Kearney Pedestrian Crossing - 4th Street	Construct Curb Bulbouts and Install High-Visibility Crosswalks, Signage, RRFBs	Bike & Pedestrian	2024	$110

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Kerman	FRE501543	Kearney Pedestrian Crossing - 8th	Construct Curb Bulbouts and Install High-Visibility Crosswalks, Signage, RRFBs	Bike & Pedestrian	2023	$110
Kerman	FRE501545	Kearney Pedestrian Crossing - Park	Construct Curb Bulbouts and Install High-Visibility Crosswalks, Signage, RRFBs	Bike & Pedestrian	2025	$110
Kerman	FRE501547	Madera Avenue Pedestrian Crossings - Various Locations	Install High-Visibility Crosswalks, Signage, RRFBs	Bike & Pedestrian	2023	$250
Kerman	FRE501548	Modoc Avenue Trail - UPRR to Nielsen	Along Modoc Avenue; Construct Class I Trail	Bike & Pedestrian	2038	$2,325
Kerman	FRE501550	Siskiyou - 0.25 Mile S/O UPRR to UPRR: Class I Trail	Construct Class I Trail	Bike & Pedestrian	2028	$375
Kerman	FRE501551	Stanislaus - 16th to 300' East: Construct Sidewalk	Construct Sidewalk on North Side	Bike & Pedestrian	2020	$25
Kerman	FRE501552	Sycamore Avenue Trail - UPRR to Nielsen	Along Sycamore Avenue; Construct Class I Trail	Bike & Pedestrian	2038	$1,950
Kerman	FRE501554	UPRR Trail - Goldenrod to Sycamore	Along UPRR; Construct Class I Trail	Bike & Pedestrian	2033	$900
Kerman	FRE501553	UPRR Trail - Modoc to Siskiyou	Along UPRR; Construct Class I Trail	Bike & Pedestrian	2028	$750
Kerman	FRE501555	Whitesbridge - Vineland to 0.16 Mile W/O Goldenrod: Construct Sidewalk	Construck Sidewalk on South Side	Bike & Pedestrian	2022	$150
Kingsburg	FRE501556	12th Avenue Sidewalks	Construct sidewalk along 12th Avenue	Bike & Pedestrian	2020	$145
Kingsburg	FRE501557	18th Avenue Sidewalks	Construct sidewalks on the west side of 18th Avenue	Bike & Pedestrian	2022	$240
Kingsburg	FRE501438	Kamm Ave Bikelanes	Construct bikelanes	Bike & Pedestrian	2022	$140
Mendota	FRE501458	ME1 - Derrick Ave (SR 33) Sidewalk Improvements	Sidewalk Improvements including curb and gutter	Bike & Pedestrian	2023	$190
Mendota	FRE501453	ME10 - Derrick/Quince Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2020	$350
Mendota	FRE501461	ME11 - Oller/7th Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2025	$350
Mendota	FRE501455	ME12 - Derrick/7th Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2024	$350
Mendota	FRE501451	ME13 - Belmont/9th Pedestrian Crossing Improvments	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2019	$350
Mendota	FRE501445	ME14 - Airport Blvd/Inez St Sidewalk Improvements - 9th to 7th	Sidewalk Improvements including curb and gutter	Bike & Pedestrian	2024	$83
Mendota	FRE501460	ME15 - Oller St (SR 180) Bike Lane	Class II Bike Lane	Bike & Pedestrian	2021	$389
Mendota	FRE501452	ME16 - Derrick Ave (SR 33) Bike Lane	Class II Bike Lane	Bike & Pedestrian	2021	$445
Mendota	FRE501439	ME17 - 2nd Street Bike Lane	Class II Bike Lane	Bike & Pedestrian	2022	$1,686
Mendota	FRE501443	ME18 - 9th Street Bike Route	Class III Bike Route	Bike & Pedestrian	2020	$15
Mendota	FRE501446	ME19 - Bass Ave Bike Path	Class I Bike Path	Bike & Pedestrian	2024	$1,125
Mendota	FRE501459	ME2 - Lozano St Sidewalk Improvements	Sidewalk Improvements including curb and gutter	Bike & Pedestrian	2024	$31
Mendota	FRE501463	ME20 - Sorensen Ave Bike Lane	Class II Bike Lane	Bike & Pedestrian	2019	$133
Mendota	FRE501464	ME21 - UPPR ROW Bike Lane - Belmont to Derrick	Class I Bike Path	Bike & Pedestrian	2025	$1,775
Mendota	FRE501462	ME22 - Smoot Ave Bike Path	Class I Bike Path	Bike & Pedestrian	2020	$563
Mendota	FRE501465	ME23 - River Ranch Trails	Class I/II Bike Path/Lane	Bike & Pedestrian	2030	$2,937
Mendota	FRE501442	ME24 - 7th Street Bike Lane	Class II Bike Lane	Bike & Pedestrian	2020	$201
Mendota	FRE501448	ME25 - Bass Ave Bike Lane - Blanco to Pool	Class II Bike Lane	Bike & Pedestrian	2021	$324
Mendota	FRE501450	ME26 - Belmont Ave Bike Lane	Class II Bike Lane	Bike & Pedestrian	2019	$37
Mendota	FRE501456	ME27 - Derrick/Lozano High Level Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2024	$350
Mendota	FRE501447	ME28 - Bass Ave Bike Lane - Derrick to Blanco	Class II Bike Lane	Bike & Pedestrian	2019	$149
Mendota	FRE501444	ME3 - 9th Street Sidewalk Improvements	Sidewalk Improvements including curb and gutter	Bike & Pedestrian	2019	$35
Mendota	FRE501449	ME4 - Bass Ave Sidewalk Improvements	Sidewalk Improvements including curb and gutter	Bike & Pedestrian	2020	$129
Mendota	FRE501457	ME6 - Derrick/Oller High Level Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2025	$350
Mendota	FRE501454	ME7 - Derrick/4th High Level Pedestrian Crossing Improvements	High level Pedestrian Crossing Improvements	Bike & Pedestrian	2021	$350
Mendota	FRE501440	ME8 - 5th/Pucheu Low Level Pedestrian Crossing Improvements	Low Level Pedestrian Crossing	Bike & Pedestrian	2019	$5
Mendota	FRE501441	ME9 - 5th/Quince Low Level Pedestrian Crossing Improvements	Low Level Pedestrian Crossing	Bike & Pedestrian	2019	$20
Orange Cove	FRE501466	12th Street Gap Sidewalks	Install sidewalks on boht sides of 12th St where none exist	Bike & Pedestrian	2030	$50
Orange Cove	FRE501467	C Street Gap Sidewalks	Install sidewalks on both sides of C Street where none exist	Bike & Pedestrian	2026	$264
Orange Cove	FRE501468	D Street Gap Sidewalks	Install sidewalks on both sides of D Street where none exist	Bike & Pedestrian	2026	$206

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Orange Cove	FRE501469	Parlier Ave. Bike Lane	Install striping for a Class II bike line along the north side of Parlier Ave. from the Tneth St. alignment to Anchor Ave.	Bike & Pedestrian	2026	$20
Orange Cove	FRE501471	School Trail	Construct a Class I bike trail along the east side of the Middle School and High School	Bike & Pedestrian	2026	$625
Orange Cove	FRE501470	South Ave. Bike Lanes	Construct Class II bike lanes on the north side of South Ave. from Hills Valley Road to Anchor Ave.	Bike & Pedestrian	2030	$600
Orange Cove	FRE501472	Wooten Creek Trail	Construct Class I bike trail along the south bank of Wooten Creek	Bike & Pedestrian	2034	$1,750
Parlier	LSTMP468	Manning Ave SRTS Connectivity Project Phase 1	0	Bike & Pedestrian	2017	$358
Parlier	LSTMP516	Manning Ave. SRTS Connectivity Project Phase 2	0	Bike & Pedestrian	2019	$495
Parlier	LSTMP540	Manning Avenue Sidewalk/Bike Lane Academy	0	Bike & Pedestrian	2019	$451
Parlier	FRE501473	Parlier ATSF Rails to Trails	Parlier ATSF Rails to Trails from Parlier Ave to Mendocino Ave	Bike & Pedestrian	2027	$1,305
Parlier	FRE501474	Santa Fe Canal Bike Trail Tuolumne to Manning	Santa Fe Canal Bike Trail Tuolumne to Manning	Bike & Pedestrian	2022	$240
Reedley	FRE501475	13th Street Class II	Install Bike lanes	Bike & Pedestrian	2030	$82
Reedley	FRE501634	8th St from F St to I St - Class II	Install Bike lanes	Bike & Pedestrian	2035	$86
Reedley	FRE501635	Acacia Ave. Class III Bike Route	Install signage for bike route	Bike & Pedestrian	2020	$10
Reedley	FRE501636	Acacia Avenue - Class III	Install signage for bike route	Bike & Pedestrian	2035	$10
Reedley	FRE501656	Along Kings River from Manning Avenue to Reed Ave - Class I	Install multipurpose trail	Bike & Pedestrian	2030	$6,625
Reedley	FRE501637	Buttonwillow Ave. Class II Bike Lanes	Install Bike lanes	Bike & Pedestrian	2030	$525
Reedley	FRE501638	Buttonwillow Avenue Class II	Install Bike lanes	Bike & Pedestrian	2030	$686
Reedley	FRE501640	Columbia Ave. Class III Bike Route	Install signage for bike route	Bike & Pedestrian	2025	$30
Reedley	FRE501641	Dinuba Ave Class II - Phase 1	Install Bike lanes	Bike & Pedestrian	2020	$120
Reedley	FRE501643	Dinuba Ave Class II - Phase 3	Install Bike lanes	Bike & Pedestrian	2030	$102
Reedley	FRE501642	Dinuba Ave. Class II Bike Lane Phase 2	Install Bike lanes	Bike & Pedestrian	2025	$190
Reedley	FRE501644	Duff Avenue alignment Class II	Install Bike lanes	Bike & Pedestrian	2030	$265
Reedley	FRE501645	East Ave Class II	Install Bike lanes	Bike & Pedestrian	2025	$75
Reedley	LSTMP541	East Avenue Sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2019	$550
Reedley	FRE501650	Frankwood Ave pedestrian crossing	Install striping & signage for crosswalk	Bike & Pedestrian	2020	$10
Reedley	FRE501649	Frankwood Ave Sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2020	$20
Reedley	FRE501647	Frankwood Avenue Class II	Install Bike lanes	Bike & Pedestrian	2025	$25
Reedley	FRE501646	Frankwood Avenue Class II Phase 1	Install Bike lanes	Bike & Pedestrian	2020	$350
Reedley	FRE501648	Frankwood Sidewalk	Install sidewalk (west side only)	Bike & Pedestrian	2020	$75
Reedley	FRE501652	Herbert Avenue Class II	Install Bike lanes	Bike & Pedestrian	2035	$175
Reedley	FRE501653	Jefferson Avenue Sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2025	$150
Reedley	FRE501654	Justine Sidewalk (Both sides)	Install sidewalks & curb ramps	Bike & Pedestrian	2020	$600
Reedley	FRE501655	Kings River Class 1 Multi-use path	Install bike path	Bike & Pedestrian	2035	$2,160
Reedley	FRE501658	Lincoln Avenue Sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2025	$150
Reedley	FRE501660	Manning Ave elevated pedestrian crossing at Pecan Avenue	Install pedestrian crossing	Bike & Pedestrian	2030	$350
Reedley	FRE501662	Manning Ave sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2030	$100
Reedley	FRE501663	Manning Ave. Class III Bike Route	Install signage for bike route	Bike & Pedestrian	2030	$35
Reedley	FRE501661	Manning Avenue Class IV	Install seperated bike way	Bike & Pedestrian	2040	$1,400
Reedley	FRE501659	Manning Avenue elevated pedestrian east of Reedley High School pool	Install pedestrian crossing	Bike & Pedestrian	2030	$350
Reedley	FRE501651	Manning to Dinuba Class III Route	Install signage for bike route	Bike & Pedestrian	2020	$65
Reedley	FRE501664	Myrtle Sidewalk	Install sidewalk (north side only)	Bike & Pedestrian	2020	$40
Reedley	FRE501666	North Avenue Class III	Install signage for bike route	Bike & Pedestrian	2020	$10
Reedley	FRE501667	Olson Avenue Class III	Install signage for bike route	Bike & Pedestrian	2030	$10
Reedley	FRE501665	Over UPRR tracks between Dinuba Ave and Floral Ave - Overcrossing (railroad)	Install overcrossing of RR	Bike & Pedestrian	2040	$5,000
Reedley	FRE501657	Parlier Ave to Manning Ave along Kings River - Class I	Install multipurpose trail	Bike & Pedestrian	2035	$680
Reedley	FRE501670	Parlier Ave. Class II Bike Lanes	Install Bike lanes	Bike & Pedestrian	2030	$325
Reedley	FRE501669	Parlier Avenue Class II - Phase 2	Install Bike lanes	Bike & Pedestrian	2025	$350
Reedley	FRE501668	Parlier Avenue Class II Phase 1	Install Bike lanes	Bike & Pedestrian	2020	$185
Reedley	FRE501671	Reed Ave\Parlier Ave intersection to connect to proposed Class I by river - Class I	Install multipurpose trail	Bike & Pedestrian	2040	$305
Reedley	FRE501673	Sports Field\Canal Loop Trail - Class I	Install multipurpose trail	Bike & Pedestrian	2030	$1,100
Reedley	FRE501639	Spur from Carob Court	Install multipurpose trail	Bike & Pedestrian	2020	$100
Reedley	FRE501672	Sunset Avenue & Evening Glow Avenue Class III connection to Class III Route	Install signage for bike route	Bike & Pedestrian	2020	$20
Reedley	FRE501675	Washington Ave - Class III	Install signage for bike route	Bike & Pedestrian	2020	$10
Reedley	FRE501674	Washington Avenue Sidewalks	Install sidewalks & curb ramps	Bike & Pedestrian	2025	$150

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San Joaquin	FRE500856	Class I Shared Use Path Segment A	In San Joaquin, on Placer Avenue between Manning Avenue and Main St, construct class I shared use path.	Bike & Pedestrian	2025	$1,200
San Joaquin	FRE501677	Class I Shared Use Path Segment B	In San Joaquin, on Sutter Avenue between Manning Avenue and Coloradlo Ave, construct class I shared use path.	Bike & Pedestrian	2030	$1,500
San Joaquin	FRE500855	Class I Shared Use Path Segment C	In San Joaquin, on Elm Avenue between Main St and the Sports Park, construct class I shared use path.	Bike & Pedestrian	2022	$400
San Joaquin	FRE500857	Class II Bike Lanes - Colorado Ave, Manning Ave, 12th St, Main St, and Arizona St	In San Joaquin, on Colorado Avenue between 6th Street and Manning Avenue, on Manning Avenue between Donna Avenue and Pine Avenue, Railroad Avenue and Colorado Avenue, and Colorado Avenue to Future Community Entry Node, on 12th Street, Arizona Street, and on Main Street between Colorado Avenue and California Avenue and between Arizona Avenue and Placer Avenue, construct class II bike lanes.	Bike & Pedestrian	2019	$400
San Joaquin	FRE501676	Construct Crossing Improvements at Sutter and Manning	In San Joaquin, at the intersection of Sutter Ave and Manning Ave; construct pedestrian crossing facilities.	Bike & Pedestrian	2020	$400
San Joaquin	FRE501678	Construct Infill Sidewalk and Pedestrian Facilities	In San Joaquin, at various locations throughout the City, construct sidewalk, ramp, and supporting facilities.	Bike & Pedestrian	2030	$2,000
San Joaquin	FRE500861	Construct Sidewalks on Colorado	In San Joaquin, on Colorado Avet between Manning Avenue and Sutter Avenue, construct sidewalk, ramps, and supporting facilities.	Bike & Pedestrian	2023	$600
Sanger	FRE501679	12th St Sidewalk from P St to Academy Ave, Annadale Ave Sidewalk from N St to Academy Ave, Academy Ave Sidewalk from 12th St to Annadale Ave	12th St Sidewalk from P St to Academy Ave, Annadale Ave Sidewalk from N St to Academy Ave, Academy Ave Sidewalk from 12th St to Annadale Ave	Bike & Pedestrian	2019	$119
Sanger	FRE500900	5th Street Sidewalk and ADA Improvements - Lyon to Tait (Various Locations)	Construct sidewalk and ADA improvements where missing between Alley west of Lyon and Tait	Bike & Pedestrian	2021	$240
Sanger	FRE500910	8th Street Bike and Ped Trail - Quality Avenue to Centerville-Kingsburg Canal	Construct bike and ped trail improvements to connect Lone Tree Canal Bike and Ped Trail to Centerville Kingsburg Bike and Ped Trail.	Bike & Pedestrian	2022	$240
Sanger	FRE501680	9th St Bike Lanes - Bethel Ave to Quality Ave	Class II bike facility on 9th St from Bethel Ave to Quality Ave	Bike & Pedestrian	2022	$614
Sanger	FRE500906	9th Street Sidewalk and ADA Improvements - Bethel Avenue to Faller Avenue (Various Locations)	Construct sidewalk and ADA improvements where missing on 9th Avenue between Bethel and Faller	Bike & Pedestrian	2023	$643
Sanger	FRE501681	Academy Ave Bike Route - 11th St to North Ave	Class III bike facility on Academy Ave from 11th St to North Ave	Bike & Pedestrian	2020	$13
Sanger	FRE500904	Almond Avenue Sidewalk and ADA Improvements- Bethel to Greenwood (Various Locations)	Construct sidewalk and ADA improvements where missing on Almond Avenue between Bethel and Greenwood	Bike & Pedestrian	2026	$472
Sanger	FRE501682	Annadale Ave Bike Lanes - east of city limit to SOI	Class II bike facility on Annadale Ave from east of city limit to SOI	Bike & Pedestrian	2025	$109
Sanger	FRE500907	Annadale Avenue Sidewalk and ADA Improvements - Academy Avenue to J Street (Various Locations)	Construct sidewalk and ADA improvements where missing on Annadale Avenue between Academy and J Street	Bike & Pedestrian	2025	$234
Sanger	FRE501683	Bethel Ave & 5th Street Pedestrian Crossing	Bethel Ave Pedestrian Crossing at 5th St	Bike & Pedestrian	2022	$350
Sanger	FRE501684	Bethel Ave & Florence Ave Pedestrian Crossing	Bethel Ave Pedestrian Crossing at Florence Ave	Bike & Pedestrian	2022	$350
Sanger	FRE501685	Bethel Ave Bike Lanes - City limit to Jensen Ave	Class II bike facility on Bethel Ave from city limit to Jensen Ave	Bike & Pedestrian	2030	$343
Sanger	FRE501686	Bethel Ave Bike Lanes - North Ave to Central Ave	Class II bike facility on Bethel Ave from North Ave to Central Ave	Bike & Pedestrian	2029	$352
Sanger	FRE500899	Bethel Avenue Sidewalk and ADA Improvements - Annadale to North (Various Locations)	Construct sidewalk where not currently existing along Bethel Avenue between Annadale Avenue and North Avenue.	Bike & Pedestrian	2020	$450
Sanger	FRE501687	California Ave Bike and Ped Trail - Indianola Ave to Fairbanks Ave	Class I trail along south side of California Ave from Indianola Ave to existing path at Fairbanks Ave	Bike & Pedestrian	2024	$938
Sanger	FRE501688	California Ave Bike Lanes - Indianola Ave to Quality Ave	Class II bike facility on California Ave from Indianola Ave to Quality Ave	Bike & Pedestrian	2027	$781
Sanger	FRE500911	Centerville-Kingsburg Bike and Ped Trail - 8th Street to Annadale Avenue	Construct landscaped bike and ped trail along Centerville-Kingsburg Canal between 8th and Annadale	Bike & Pedestrian	2019	$600

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Sanger	FRE501689	Central Ave Bike Lanes - Indianola Ave to Bethel Ave	Class II bike facility on Central Ave from Indianola Ave to Bethel Ave	Bike & Pedestrian	2028	$172
Sanger	FRE501690	Central Ave Bike Lanes - west of Academy Ave to Newmark Ave	Class II bike facility on Central Ave from west of Academy Ave to Newmark Ave	Bike & Pedestrian	2025	$270
Sanger	FRE501691	Church Ave Bike Lanes - Indianola Ave to Bethel Ave	Class II bike facility on Church Ave from Indianola Ave to Bethel Ave	Bike & Pedestrian	2020	$177
Sanger	FRE501692	Faller Ave Bike Lanes - Geary Ave to California Ave	Class II bike facility on Faller Ave extension from Geary Ave to California Ave	Bike & Pedestrian	2020	$65
Sanger	FRE501693	Faller Ave Bike Route - 8th St to North Ave	Class III bike facility on Faller Ave from 8th St to North Ave	Bike & Pedestrian	2021	$19
Sanger	FRE500902	Faller Avenue Sidewalk and ADA Improvements - 9th to North (Various Locations)	Construct sidewalk and ADA improvements where missing on Faller Avenue between 9th and North.	Bike & Pedestrian	2024	$271
Sanger	FRE500901	Florence Avenue Sidewalk and ADA Improvements - Academy to Faller (Various Locations)	Construct sidewalk and ADA improvements where missing between Academy and Faller.	Bike & Pedestrian	2027	$292
Sanger	FRE500908	Fowler Switch Bike and Ped Trail - Jensen Avenue to Greenwood Avenue	Construct a landscaped bicycle and pedestrian trail along the Fowler Switch Canal between Jensen and Greenwood Avenues	Bike & Pedestrian	2021	$120
Sanger	FRE501694	Fowler Switch Bike and Ped Trail - UPRR to California Ave	Class I bike trail along Canal from railroad tracks to California Ave	Bike & Pedestrian	2024	$400
Sanger	FRE501695	Greenwood Ave Bike Lanes - North Ave to SOI	Class II bike facility on Greenwood Ave from North Ave to SOI	Bike & Pedestrian	2021	$177
Sanger	FRE501696	Greenwood Ave Bike Route - California Ave to North Ave	Class III bike facility on Greenwood Ave from California Ave to North Ave	Bike & Pedestrian	2021	$40
Sanger	FRE500903	Greenwood Avenue Sidewalk and ADA Improvements - Canal Drive to Cherry Avenue	Construct sidewalk and ADA improvements where missing on Greenwood between Canal and Cherry	Bike & Pedestrian	2020	$651
Sanger	FRE501697	Indianola Ave Bike Lanes - California Ave to Jensen Ave	Class II bike facility on Indianola Ave from California Ave to Jensen Ave	Bike & Pedestrian	2024	$345
Sanger	FRE501698	Indianola Ave Bike Lanes - Jensen Ave to Central Ave	Class II bike facility on Indianola Ave from Jensen Ave to Central Ave	Bike & Pedestrian	2026	$704
Sanger	FRE501699	Jensen Ave Bike Lanes - east of Indianola Ave to Academy Ave	Class II bike facility on Jensen Ave from east of Indianola Ave to Academy Ave	Bike & Pedestrian	2020	$611
Sanger	FRE501700	Jensen Ave Sidewalk from west of Lyon Ave to Oatman Ave	Jensen Ave Sidewalk from west of Lyon Ave to Oatman Ave	Bike & Pedestrian	2020	$25
Sanger	FRE500909	Lone Tree Canal Bike and Ped Trail - 5th Street to 8th Street	Construct landscaped bike and ped trail along Lone Tree Canal between 5th and 8th to connect up to bike and ped trail along Centerville-Kingsburg Canal.	Bike & Pedestrian	2021	$300
Sanger	FRE501701	Lone Tree Canal Bike and Ped Trail - Indianola Ave to Swan Ave	Class I trail along Lone Tree Canal from Indianola Ave to Swan Ave	Bike & Pedestrian	2035	$1,988
Sanger	FRE501702	Newmark Ave Bike Lanes - Rainbow Ave to Central Ave	Class II bike facility on Newmark Ave from Rainbow Ave to Central Ave	Bike & Pedestrian	2023	$109
Sanger	FRE501703	North Ave Bike Lanes - Indianola Ave to Bethel Ave	Class II bike facility on North Ave from Indianola Ave to Bethel Ave	Bike & Pedestrian	2020	$170
Sanger	FRE501704	North Ave Bike Lanes - Sanger Ave to east of Ross Ave	Class II bike facility on North Ave from Sanger Ave to east of Ross Ave	Bike & Pedestrian	2020	$487
Sanger	FRE500905	O Street Sidewalk and ADA Improvements - 12th Street to Edgar Avenue (Various Locations)	Construct sidewalk and ADA improvements where missing on O Street between 12th and Edgar	Bike & Pedestrian	2025	$272
Sanger	FRE501705	Park St Sidewalk from 140' north of Cherry Ave to Cherry Ave, Cherry Ave Sidewalk from Park St to P St, P St Sidewalk from Cherry Ave to 200' north of Cherry Ave	Park St Sidewalk from 140' north of Cherry Ave to Cherry Ave, Cherry Ave Sidewalk from Park St to P St, P St Sidewalk from Cherry Ave to 200' north of Cherry Ave	Bike & Pedestrian	2019	$51
Sanger	FRE501706	UPRR-Central Sanger Bike and Ped Trail	Class I bike facility in UPRR alignment from Fowler Switch Canal to Annadale Ave	Bike & Pedestrian	2040	$1,650
Sanger	FRE501707	UPRR-South Sanger Bike and Ped Trail	Class I bike trail in UPRR alignment from Annadale Ave to south of Central Ave	Bike & Pedestrian	2040	$2,050
Selma	FRE501709	Bikeway 1A	Class II Bikeway (Buffered Bike Lane)	Bike & Pedestrian	2025	$924
Selma	FRE501714	Bikeway 1B	Class II Bikeway (Bike Lane)	Bike & Pedestrian	2025	$396
Selma	FRE501710	Bikeway 1C	Class II Bikeway (Bike Lane)	Bike & Pedestrian	2025	$459
Selma	FRE501711	Bikeway 1D	Class II Bikeway (Bike Lane)	Bike & Pedestrian	2025	$126
Selma	FRE501712	Bikeway 1E	Class I Bikeway (Bike Path)	Bike & Pedestrian	2025	$354
Selma	FRE501713	Orange Avenue - Class 1 Bike Path	Construct Class 1 Bike Path along CID Canal adjacent or Orange Avenue alignment from Lincoln Middle school to Golden State Cooridor Bike path along West Front Street. Path would connect Lincoln School, Rooesevelt School, Wilson School & Bretlinger Park to GS corridor.	Bike & Pedestrian	2020	$2,500

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Selma	FRE501708	Upgrade Pedestrian Crossing	Reconfigure pedestrian crossings at irregular intersection	Bike & Pedestrian	2025	$300
Fresno	FRE501716	Veterans Blvd. Project Phase - UPRR/CHSRA Grade Separation	Bridge over UPRR & CHSRA Tracks; bridge structure with 6 lane divided Veterans Blvd., complete 2 lane divided Veterans Blvd. with concrete approaching bridge structure, traffic signal, street lights, water and recycled water mains, storm drains, and vacation and street alterations to Carnegie Avenue	Streets & Roads - Capacity Increasing	2019	$23,992
Fresno	FRE501715	Veterans Blvd. Project Phase 1 - Bullard Extension	Extension of Bullard Avenue to Veterans Boulevard; 2 lane divided Bullard Avenue, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains,and traffic signal	Streets & Roads - Capacity Increasing	2018	$5,117
Fresno	FRE111328	Veterans Blvd. Project Phase 3 - State Route 99 Interchange	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6 lane divided Veterans Blvd., 2 lane connecting street to Golden State Blvd., concrete curb and gutter, concrete median, trail, concrete sidewalks, sewer mains, water and recycled water mains, street lights, landscape and irrigation, and Sierra Avenue street improvements to Bullard Avenue	Streets & Roads - Capacity Increasing	2020	$50,050
Fresno	FRE111329	Veterans Blvd. Project Phase 4 - Extensions to Shaw and Herndon	Veterans Blvd. Extensions Bryan to Shaw and Bullard to Herndon; Bryan to Shaw - 4 lane divided, asphalt concrete curb, concrete median island, trail, traffic signal, water and recycled water mains, landscape and irrigation, and transitional street improvements to Shaw Avenue. Bullard to Herndon - 6 lane divided, curb & gutter, concrete median island, traffic signals, trail, street lights, Hayes Avenue street improvements, water and recycled water mains, landscape and irrigation, and transitional Herndon Avenue street improvements	Streets & Roads - Capacity Increasing	2020	$17,024
Caltrans	FRE500490	Ashlan-Grade separation @ UPRR & SR 99 Interchange	Grade separation	Streets & Roads-Capacity Increasing	2035	$7,600
Caltrans	FRE501717	Excelsior Expressway	Widen from 2-Lane to 4-lane expressway	Streets & Roads-Capacity Increasing	2024	$60,000
Caltrans	FRE500514	SR 180 W-I-5 to Junction SR 33/SR180: 2 Lane on E-W Alignment	2 Lane on New E-W Alignment	Streets & Roads-Capacity Increasing	2035	$305,110
Caltrans	FRE500570	SR 41-Ashlan to Shaw: NB Auxiliary Lane	Add 1 NB Auxiliary Lane	Streets & Roads-Capacity Increasing	2035	$7,000
Caltrans	FRE500759	SR 41-El Paso to Friant: SB Auxiliary Lane	Add 1 SB Auxiliary Lane	Streets & Roads-Capacity Increasing	2027	$13,970
Caltrans	FRE500516	SR 41-O Street to Shields: NB Auxiliary Lanes	Add NB Auxiliary Lanes	Streets & Roads-Capacity Increasing	2035	$19,500
Caltrans	FRE500767	SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps	SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)	Streets & Roads-Capacity Increasing	2018	$4,900
Caltrans	FRE500520	SR 99 & SR 43/Floral Rd Interchange: Widen and Replace Bridge	Replace bridge structures and widen Floral	Streets & Roads-Capacity Increasing	2035	$13,000
Caltrans	FRE500521	SR 99 Interchange at Shaw: Improvements	Improve interchange	Streets & Roads-Capacity Increasing	2035	$86,000
Clovis	FRE500599	Alluvial (Owens Mountain Parkway) - Locan to Nees: 4 LD	Unconstructed to 4 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Streets & Roads-Capacity Increasing	2020	$5,500
Clovis	FRE500453	Alluvial (Owens Mountain Parkway) - Nees to Dewolf: 4 LD	Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics	Streets & Roads-Capacity Increasing	2020	$5,500
Clovis	FRE500600	Alluvial (Owens Mountain Parkway) Temperance to Locan: 4 LD	Unconstructed to 4 LD, Construct Bridge at Enterprise Canal, Sidewalks, Bike Lanes, Street Lights, and Curb and Gutter	Streets & Roads-Capacity Increasing	2020	$6,000
Clovis	FRE500912	Alluvial (Owens Mountain Pkwy) DeWolf-168	2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Streets & Roads-Capacity Increasing	2020	$1,400

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Clovis	FRE500573	Alluvial-Armstrong to 1/4 East (McKelvy): 2 LD to 4 LD	2LD to 4LD West of Armstrong and 2LD to 4LD East of Armstrong, Sidewalks, Bike Lanes, Street Lights, Landscaping, and Fiber Optics	Streets & Roads-Capacity Increasing	2020	$1,900
Clovis	FRE500598	Alluvial-Fowler to Armstrong: 2 LU to 3 LU w/ 2 WLTL	2 LU to 3 LU W/2 WLTL, and Fiber Optics	Streets & Roads-Capacity Increasing	2022	$3,900
Clovis	FRE500597	Alluvial-Halifax to Minnewawa: 2 LU to 3 LU w/ 2WLTL	2 LU to 3 LU w/ WLTL	Streets & Roads-Capacity Increasing	2020	$350
Clovis	FRE500485	Alluvial-Willow to Adler (700 feet east): 2 LU to 3 LU w/ 2WLTL	2 LU to 3 LU w/2 @WLTL	Streets & Roads-Capacity Increasing	2018	$280
Clovis	FRE500914	Armstrong, Nees to Teague	3LU to 3LU w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$2,600
Clovis	FRE500607	Armstrong-Alluvial to Nees: 2 LU to 3 LU 2WLTL	2LU to 3LU 2WLTL, Sidewalk, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Utility Relocation	Streets & Roads-Capacity Increasing	2022	$2,100
Clovis	FRE500609	Armstrong-Ashlan to Gettysburg: 2 LU to 4 LU or 3LU, w/TWLTL	2LU to 4LU or 3 LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$1,900
Clovis	FRE500608	Armstrong-Herndon to Alluvial: 2 LU to 3 LU, w/TWLTL	2LU to 3LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$2,100
Clovis	FRE500615	Ashlan Dewolf to Leonard 3LD to 4LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$4,600
Clovis	FRE500471	Ashlan-Highland to Thompson: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and Highland	Streets & Roads-Capacity Increasing	2020	$4,500
Clovis	FRE500616	Ashlan-Leonard to Highland: 2LU to 4LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2018	$3,800
Clovis	FRE500454	Ashlan-Thompson to McCall: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall	Streets & Roads-Capacity Increasing	2025	$5,400
Clovis	FRE500624	Barstow-Dewolf to Leonard: 2 LU to 2LU w/ 2 WLTL	2LU to 2LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signals at Barstow and DeWolf & Leonard	Streets & Roads-Capacity Increasing	2022	$4,300
Clovis	FRE500630	Behymer-Minnewawa to Sunnyside: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$8,800
Clovis	FRE500629	Behymer-Willow to Minnewawa: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$8,800
Clovis	FRE500651	Bullard-DeWolf to Leonard: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Bridge at Enterprise Canal, Traffic Signal at Bullard and DeWolf	Streets & Roads-Capacity Increasing	2020	$5,000
Clovis	FRE500652	Bullard-Leonard to Highland: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard	Streets & Roads-Capacity Increasing	2025	$5,400
Clovis	FRE500648	Bullard-Locan to DeWolf: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$5,000
Clovis	FRE500649	Bullard-Megan to Locan: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Locan	Streets & Roads-Capacity Increasing	2020	$2,100
Clovis	FRE500682	Clovis-Behymer to Copper: 6 LD	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Streets & Roads-Capacity Increasing	2025	$13,000
Clovis	FRE500681	Clovis-Behymer to Shepherd: 6 LD	Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	Streets & Roads-Capacity Increasing	2020	$11,000
Clovis	FRE500680	Clovis-Nees to Teague: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	Streets & Roads-Capacity Increasing	2022	$2,000
Clovis	FRE500687	Copper-Willow to Sunnyside: 2LU to 4LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2028	$30,000
Clovis	FRE500488	Dakota-Leonard to Highland: 3 LU w/ 2 WLTL	Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$5,000
Clovis	FRE500954	DeWolf, Teague-Nees 2LD to 2LD	2LD to 2LD, Bike Lanes, Sidewalks, Street Lights	Streets & Roads-Capacity Increasing	2020	$200
Clovis	FRE500695	DeWolf-Ashlan to Gettysburg: 2LU to 4LU w/ TWLTL	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$4,500
Clovis	FRE500697	DeWolf-Barstow to Bullard: 2 LU to 4 LU w/ TWLTL	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$4,500

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Clovis	FRE500699	DeWolf-Gettysburg to Shaw 2 LU to 4 LU w/ TWLTL	2LU to 4LU, w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	Streets & Roads-Capacity Increasing	2020	$5,000
Clovis	FRE500698	DeWolf-Gould Canal to Ashlan: 2LU to 3LU w/ 2WLTL	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	Streets & Roads-Capacity Increasing	2022	$2,500
Clovis	FRE500579	DeWolf-Shaw to Barstow: 2 LU to 4 LU w/ 2WLTL	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$4,500
Clovis	FRE500708	Fowler-Nees to (Shepherd) Enterprise Bridge: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Streets & Roads-Capacity Increasing	2020	$10,000
Clovis	FRE500563	Gettysburg-Armstrong to 600 feet east: 2 LU to 4 LU w/ 2WLTL	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$500
Clovis	FRE500721	Gettysburg-Dewolf to Leonard: 2 LU to 4 LU w/ 2 WLTL	2LU to 4LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signals at Gettysburg and DeWolf & Leonard	Streets & Roads-Capacity Increasing	2022	$3,500
Clovis	FRE500587	Gettysburg-Highland to Thompson: 4LU w/ 2 WLTL	Unconstructed to 4LU w/ 2WLTL,Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$5,500
Clovis	FRE500722	Gettysburg-Leonard to Highland: 4 LU w/ 2WLTL	Unconstructed to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Dog Creek	Streets & Roads-Capacity Increasing	2020	$5,100
Clovis	FRE501719	HERITAGE GROVE MAIN STREET-MINNEWAWA TO CLOVIS	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Streets & Roads-Capacity Increasing	2025	$1,500
Clovis	FRE501718	HERITAGE GROVE MAIN STREET-PEACH TO MINNEWAWA	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Streets & Roads-Capacity Increasing	2025	$3,000
Clovis	FRE501720	HERITAGE GROVE MAIN STREET-WILLOW TO PEACH	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Streets & Roads-Capacity Increasing	2022	$5,000
Clovis	FRE500736	Herndon-DeWolf to McCall: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$32,000
Clovis	FRE500743	Highland-Dakota to Ashlan: 2 LU to 3 LU w/ 2WLTL	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$5,500
Clovis	FRE500742	Highland-Gettysburg to Shaw: 2 Lanes w/ 2WLTL	Unconstructed to 2L, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$5,500
Clovis	FRE501722	INTERNATIONAL-CLOVIS TO MARION: UNCONSTRUCTED TO 2 LU W/ TWLTL	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$3,400
Clovis	FRE501721	INTERNATIONAL-MINNEWAWA TO CLOVIS: UNCONSTRUCTED TO 2 LU W/ TWLTL	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$1,700
Clovis	FRE500748	International-Willow to Minnewawa: 4 LD	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$8,000
Clovis	FRE500376	Leonard-1.0 m N of Shaw (Bullard) to Tollhouse: 4 LD	Unconstructed to 4LD	Streets & Roads-Capacity Increasing	2030	$30,000
Clovis	FRE500375	Leonard-Ashlan to Gettysburg: 3 LD to 4 LD	3LD to 4LD, North 300 feet is 2LU Bottleneck, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$2,500
Clovis	FRE500373	Leonard-Shaw to Bullard: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Traffic Signal at Leonard and Shaw	Streets & Roads-Capacity Increasing	2020	$11,000
Clovis	FRE500953	Locan, Shaw to Alamos, 2LU to 2LU, w/2WLTL	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$900
Clovis	FRE500565	Locan-Bullard to Herndon: 2LU to 2LU, w/2WLTL	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2028	$6,300
Clovis	FRE500479	Locan-Gould Canal to Holland: 2 LU to 3 LU, w/ 2WLTL	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	Streets & Roads-Capacity Increasing	2022	$6,000
Clovis	FRE500588	Locan-Shaw to Barstow: 2 LU to 3 LU w/ 2WLTL	2LU to 3LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$5,000
Clovis	FRE501725	MARION-BEHYMER TO INTERNATIONAL: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$3,300
Clovis	FRE501724	MARION-PERRIN TO BEHYMER: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$3,000
Clovis	FRE501723	MARION-SHEPHERD TO PERRIN: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$2,800

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Clovis	FRE500394	McCall-Bullard to Herndon: 2 LU to 6 LD	2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$15,000
Clovis	FRE500393	McCall-Griffith to Shaw: 2 LU to 6 LD	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2030	$20,000
Clovis	FRE500396	McCall-Herndon to Shepherd: 6 LD	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2035	$35,000
Clovis	FRE500395	McCall-Shaw to Bullard: 2 LU to 6 LD	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	Streets & Roads-Capacity Increasing	2030	$15,000
Clovis	FRE500401	Minnewawa-Behymer to International: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Bridge at Enterprise Canal, and Signals at Copper and International	Streets & Roads-Capacity Increasing	2025	$5,000
Clovis	FRE500480	Minnewawa-Fir to Alluvial: 3L to 4 LD	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE500463	Minnewawa-Shepherd to Behymer: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	Streets & Roads-Capacity Increasing	2020	$8,000
Clovis	FRE500408	Nees-Armstrong to Temperance: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	Streets & Roads-Capacity Increasing	2022	$5,000
Clovis	FRE500410	Nees-Clovis to Sunnyside: 2 LU to 4 LD	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	Streets & Roads-Capacity Increasing	2022	$5,000
Clovis	FRE500412	Nees-Fowler to Armstrong: 2 LU to 4 LD	2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$5,500
Clovis	FRE500413	Nees-Locan to Alluvial Alignment: 4 LD	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$5,000
Clovis	FRE500411	Nees-Minnewawa to Clovis: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$4,500
Clovis	FRE500407	Nees-Temperance to Locan: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Streets & Roads-Capacity Increasing	2020	$4,500
Clovis	FRE500430	Peach-Behymer to Copper: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Signals at Copper and International	Streets & Roads-Capacity Increasing	2025	$12,000
Clovis	FRE500429	Peach-Shepherd to Behymer: 2 LU to 4 LU	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE500428	Peach-Sierra To Magill Couplet: 2 LU to 4 LU	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Utility Relocation, Traffic Signal at Sierra and Peach	Streets & Roads-Capacity Increasing	2025	$3,000
Clovis	FRE501726	Perrin-Clovis to Sunnyside: 4 LU	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE500435	Perrin-Minnewawa to Clovis: 4 LU	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE500433	Perrin-Peach to Minnewawa: 4 LU	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE500434	Perrin-Willow To Peach: 4 LU	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE501728	PLYMOUTH-PEACH TO MINNEWAWA: 2LU W/TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE501727	PLYMOUTH-WILLOW TO PEACH: 2LU W/TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE501729	PRYOR-PEACH TO MINNEWAWA: 2LU W/TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$3,000
Clovis	FRE501730	PRYOR-WILLOW TO PEACH: 2LU W/TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE500500	Shepherd-Armstrong to Temperance: 3 LU to 4 LD	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$5,000
Clovis	FRE500492	Shepherd-Clovis to Fowler: 2 LU to 3 LD	2LU to 3LD, Sidewalks, Bike Lanes, Street Lgihts, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$10,000
Clovis	FRE500498	Shepherd-Clovis to Fowler: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$9,000
Clovis	FRE500499	Shepherd-Fowler to Armstrong: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	Streets & Roads-Capacity Increasing	2025	$6,000

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Clovis	FRE500496	Shepherd-Temperance to Dewolf: 3 LD to 4 LD	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	Streets & Roads-Capacity Increasing	2025	$10,000
Clovis	FRE500493	Shepherd-Tollhouse to Del Rey: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Streets & Roads-Capacity Increasing	2030	$20,000
Clovis	FRE500494	Shepherd-Willow to Clovis: 3 LU to 4 LD	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	Streets & Roads-Capacity Increasing	2020	$14,000
Clovis	FRE500524	Sunnyside-Bullard to Tollhouse: 2LU to 3LU, w/TWLTL	2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic	Streets & Roads-Capacity Increasing	2020	$700
Clovis	FRE501731	Sunnyside-Shepherd to Perrin: 2 LU to 4 LU	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Utility Relocation	Streets & Roads-Capacity Increasing	2020	$3,000
Clovis	FRE501733	SYLMAR-PERRIN TO BEHYMER: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$2,600
Clovis	FRE501732	SYLMAR-SHEPHERD TO PERRIN: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE501734	Teague-Marion to Fowler: 2LU w/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Streets & Roads-Capacity Increasing	2025	$8,000
Clovis	FRE500528	Thompson-Ashlan to Shaw: 5 LU, w/ 2WLTL	Unconstructed to 5LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$10,000
Clovis	FRE500468	Tollhouse-Locan to Shepherd: 2 LU to 3 LU, w/ 2WLTL	2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2020	$18,000
Clovis	FRE500538	Villa-Herndon to Fir: 2 LU to 4 LD	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2025	$1,000
Clovis	FRE501736	VILLA-PERRIN TO BEHYMER: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE501735	VILLA-SHEPHERD TO PERRIN: 2LU W/ TWLTL	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Streets & Roads-Capacity Increasing	2022	$1,500
Clovis	FRE500557	Willow (Clovis Side)-International to Copper: 4 LD to 6 LD	4 LD to 6 LD - Clovis side only	Streets & Roads-Capacity Increasing	2020	$2,500
Clovis	FRE500552	Willow-Alluvial to 1/8 mile north: 2 LU to 6 LD	2 LU to 6 LD	Streets & Roads-Capacity Increasing	2018	$508
Clovis	FRE500757	Willow-Barstow to Copper: 6 LD & Bike Lanes	Complete widening to 6LD where needed and add bike lanes	Streets & Roads-Capacity Increasing	2025	$1,000
Coalinga	FRE501737	Phelps Avenue Improvements	Demolition of existing roadway, complete roadway reconstruction, curb and gutter, sidewalk, curb ramps, street lights, class I mulit-trail, traffic striping and traffic signage	Streets & Roads-Capacity Increasing	2021	$1,200
Coalinga	FRE500916	Sunset Street & Van Ness Street Single Lane Roundabout	On Sunset Street and Van Ness Street-construct single lane roundabout	Streets & Roads-Capacity Increasing	2018	$1,000
Fresno	FRE501739	Alicante Dr- Via Fiore Ave to Willow Ave: Unconstructed to 3 LU	Unconstructed to 3 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2027	$1,600
Fresno	FRE501740	Annadale- West to Fruit new 3 LU	New 3 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$1,000
Fresno	FRE501741	Armstrong- Butler to Kings Canyon-3 LU to 4 LU	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$1,450
Fresno	FRE500611	Armstrong-Belmont to Dakota: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks and Mill Ditch bridge widening curb and gutter	Streets & Roads-Capacity Increasing	2030	$10,250
Fresno	FRE500584	Armstrong-Burgan to Fancher Creek Drive: 4 LD	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$310
Fresno	FRE500610	Armstrong-California to Hamilton: 2 LU to 4 LU	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2030	$1,640
Fresno	FRE500612	Armstrong-Jensen to California: 2 LU to 4 LU	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2030	$4,100
Fresno	FRE500618	Ashlan-Bryan to Polk : 2 LU to 4 LD	2 LU to 4 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2030	$4,650
Fresno	FRE500619	Ashlan-Garfield to Grantland: 4 LD	Unconstructed to 4 LD	Streets & Roads-Capacity Increasing	2025	$1,550
Fresno	FRE500574	Ashlan-Grantland to Bryan: 3 LD to 4LD	3 LD to 4 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500613	Ashlan-Maroa to Blackstone: 2, 3, & 4 LU to 4 LD	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2023	$1,550
Fresno	FRE500617	Ashlan-Polk to Cornelia: 2 LU to 4 LD	2 LU to 4 LD with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2025	$1,500
Fresno	FRE501742	Barstow - Veterans to Island Waterpark 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$1,500

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Fresno	FRE500622	Barstow-Bryan to Hayes: 4L	Unconstructed to 4L	Streets & Roads-Capacity Increasing	2021	$1,450
Fresno	FRE500627	Barstow-Chestnut to Willow: 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2030	$1,500
Fresno	FRE500621	Barstow-Grantland to Bryan: 2 LU to 4 LU	2 LU to 4 LU	Streets & Roads-Capacity Increasing	2021	$1,450
Fresno	FRE500626	Barstow-Maroa to Blackstone: 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$1,500
Fresno	FRE501743	Behymer - Chestnut to Willow 3LD to 4LD	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	Streets & Roads-Capacity Increasing	2027	$1,240
Fresno	FRE500628	Behymer-Maple to Chestnut: 3 LD to 4 LD	3 LD to 4 LD with sidewalks, bike lanes,curb & gutter	Streets & Roads-Capacity Increasing	2025	$620
Fresno	FRE500634	Belmont- Cornelia to Marks: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curbs and sidewalks	Streets & Roads-Capacity Increasing	2035	$96,000
Fresno	FRE500633	Belmont-Armstrong to Temperance: 2 LU to 4 LD	2 LU to 4 LD with sidewalks,gutter, curb and bike lanes	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500631	Belmont-Clovis to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	Streets & Roads-Capacity Increasing	2030	$4,650
Fresno	FRE500632	Belmont-Fowler to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB lane), bike lane and sidewalks	Streets & Roads-Capacity Increasing	2025	$900
Fresno	FRE501744	Brawley- Belmont to Clinton: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	$3,625
Fresno	FRE501745	Brawley- Madison to Belmont: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2022	$1,500
Fresno	FRE500638	Brawley-Clinton to Parkway: 2 LU to 4 LU	2 LU to 4 LU, 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$6,150
Fresno	FRE500640	Brawley-Palo Alto to Herndon: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2025	$930
Fresno	FRE500641	Brawley-S of Shaw to Ashlan: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$3,100
Fresno	FRE501075	Broadway, Fresno to Tuolumne	Unconstructed to 2 LU with sidewalks	Streets & Roads-Capacity Increasing	2030	$400
Fresno	FRE500645	Bryan-Belmont to McKinley	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	$2,000
Fresno	FRE501746	Bullard - Figarden to Brawley 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$600
Fresno	FRE500512	Bullard Diagonal-Carnegie to Veterans: 4 LD	Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2023	$1,860
Fresno	FRE500576	Bullard-Blackstone to Fresno: 5 LD to 6 LD	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	Streets & Roads-Capacity Increasing	2035	$2,050
Fresno	FRE500455	Bullard-Fruit to Palm: 4 LU to 2LD	4 LU to 2 LD	Streets & Roads-Capacity Increasing	2030	$2,000
Fresno	FRE500647	Bullard-Grantland to Bryan: 2 LU to 5 LU	2LU to 5 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2021	$1,500
Fresno	FRE501747	California- Fruit to Elm: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail	Streets & Roads-Capacity Increasing	2027	$3,100
Fresno	FRE500657	California-Armstrong to Temperance: 4 LD	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2030	$775
Fresno	FRE501748	California-Clovis to Preuss 2LU to 4LU	2 LU to 4LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$492
Fresno	FRE500487	California-Fowler to Armstrong: 4 LU	Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2030	$1,450
Fresno	FRE500664	Cedar-Belmont to Turner: 4 LD to 6 LD	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$492
Fresno	FRE501749	Cedar-Tulare to Belmont: 4 LD to 6 LD	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	$1,025
Fresno	FRE501750	Chestnut - Behymer to International 2 LU to 4 LU	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	Streets & Roads-Capacity Increasing	2022	$1,450
Fresno	FRE501751	Chestnut - Herndon to Shepherd: 3 LD to 4 LD	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks	Streets & Roads-Capacity Increasing	2027	$12
Fresno	FRE500670	Chestnut- International to Copper: 3 LU to 4 LU	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2025	$1,550
Fresno	FRE500577	Chestnut-Barstow to Bullard: 3 LU to 5 LU	3 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$1,500
Fresno	FRE501752	Church-Maple to Willow 2 LU to 4 LU	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$2,900
Fresno	FRE500671	Church-Sunnyside to Fowler: 3 LD to 4 LD	3 LD to 4 LD with bike lanes and sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2025	$1,550
Fresno	FRE500675	Clinton-Brawley to Marks: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$3,000
Fresno	FRE500586	Clinton-Clovis to Fowler 2 LU to 3 4LU	2 LU to 4LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$2,900

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Fresno	FRE500677	Clinton-Fowler to Locan: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$4,350
Fresno	FRE500676	Clinton-Polk to Blythe: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$3,000
Fresno	FRE500686	Copper-Cedar to Chestnut: 3 LD to 4 LD	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	Streets & Roads-Capacity Increasing	2030	$4,100
Fresno	FRE500684	Copper-Chestnut to Willow: 2 LU to 4 LD	2 LU to 4 LD with bikelane, sidewalk, curb & gutter	Streets & Roads-Capacity Increasing	2021	$1,550
Fresno	FRE500685	Copper-Maple to Chestnut: 3 LD to 4 LD	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	Streets & Roads-Capacity Increasing	2025	$930
Fresno	FRE501753	Dakota- Grantland to Hayes 3 LU	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	Streets & Roads-Capacity Increasing	2027	$2,000
Fresno	FRE500692	Dante-Bullard to Cornelia: 2 LU to 4 LU	2 LU to 4 LU with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2025	$1,640
Fresno	FRE500693	Dante-Cornelia to Salinas: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2025	$600
Fresno	FRE500491	Divisadero & 41 on/off ramps	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on ramp	Streets & Roads-Capacity Increasing	2030	$2,500
Fresno	FRE501754	El Paso - Ingram to Blackstone 3 LU to 5 LU	3 LU to 5 LU with sidewalk	Streets & Roads-Capacity Increasing	2027	$1,800
Fresno	FRE500712	Fancher Creek-Fowler to Armstrong: 3 LU	Unconstructed to 3 LU including bike lanes, sidewalks and bridge at Fancher Creek FID Crossing	Streets & Roads-Capacity Increasing	2030	$1,600
Fresno	FRE500711	Fancher Creek-Renn to Fowler: 2 LD	Unconstructed to 2 LD	Streets & Roads-Capacity Increasing	2021	$233
Fresno	FRE500710	Fowler-Belmont to Gould Canal: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$9,300
Fresno	FRE500709	Fowler-Jensen to Hamilton: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2030	$3,875
Fresno	FRE500715	Friant-Shepherd to Copper: 4 LD to 6 LD	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$9,840
Fresno	FRE500718	G Street Divisidero to Belmont 2025 0.6	Construct 4-lane facility on new alignment	Streets & Roads-Capacity Increasing	2030	$1,860
Fresno	FRE500719	Garfield-Shields to Herndon: 2 LU to 3 LU	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$11,600
Fresno	FRE500580	Gettysburg-Grantland to Hayes: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$2,000
Fresno	FRE500720	Gettysburg-Grantland to Polk: 3 LU and 4 LU	Unconstructed to 3 LU with bike lanes, sidewalks west of Hayes; and 4 LU with bike lanes, sidewalks from Hayes to Polk	Streets & Roads-Capacity Increasing	2030	$3,000
Fresno	FRE500723	Gettysburg-Polk to Golden State: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$1,000
Fresno	FRE500726	Golden State-Herndon to Veterans: 2 LU to 4 LU	2 LU to 4 LU with sidewalks and bike lanes	Streets & Roads-Capacity Increasing	2030	$2,900
Fresno	FRE500724	Golden State-Shaw to Ashlan: 2 LU to 4 LU	2 LU to 4 LU with sidewalks and bike lanes	Streets & Roads-Capacity Increasing	2030	$3,770
Fresno	FRE500725	Golden State-Veterans to Shaw: 2 LU to 4 LU	2 LU to 4 LU with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2030	$5,220
Fresno	FRE500564	Grantland: Ashlan to Holland: 4 LD to 6 L D	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2025	$1,600
Fresno	FRE500728	Grantland-Belmont to Shields: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2035	$4,300
Fresno	FRE500730	Grantland-Gettysburg to Shaw: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2030	$2,040
Fresno	FRE500729	Grantland-Shaw to Parkway: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2030	$5,550
Fresno	FRE500727	Grantland-Shields to Ashlan: 2 LU to 6 LU	2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2030	$3,500
Fresno	FRE500732	Hayes-Shaw to Barstow: 4 LU	Unconstructed to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$1,450
Fresno	FRE500733	Hayes-Veterans Blvd to Herndon: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$2,460
Fresno	FRE501757	Herndon - Hayes to Spruce 5 LD to 6 LD	5 LD to 6 LD with sidealk	Streets & Roads-Capacity Increasing	2027	$2,460
Fresno	FRE501756	Herndon - Parkway to Golden State 3 LU to 4 LD	3 LU to 4 LD with bike lane, trail and sidewalk	Streets & Roads-Capacity Increasing	2027	$620
Fresno	FRE501755	Herndon - Riverside to Hayes 2 LD to 6 LD	2 LD to 6 LD with trail and sidewalk	Streets & Roads-Capacity Increasing	2027	$2,050
Fresno	FRE500740	Herndon-Brawley to Milburn: 2 LD to 6 LD	2 LD to 6 LD	Streets & Roads-Capacity Increasing	2023	$3,690

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno	FRE500144	Herndon-SR 41 to Fresno St: Auxiliary Lane	Construct auxiliary lane on Herndon Avenue and complete the Class 1 bike path/multi-purpose trail on the north side within the project limits.	Streets & Roads-Capacity Increasing	2021	$533
Fresno	FRE500744	Hughes-North to Church: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	$3,000
Fresno	FRE501758	International- Maple to Chestnut 4LU to 5LU	4 LU to 5LU with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2027	$300
Fresno	FRE501759	Jeanne - Cornelia to Ellery 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$1,500
Fresno	FRE500751	Jensen- Clovis to Temperance: 4 LD to 6 LD	4 LD to 6 LD with Class 1 bike path/trail	Streets & Roads-Capacity Increasing	2030	$9,400
Fresno	FRE500752	Jensen- Marks to Fruit: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2030	$5,550
Fresno	FRE500750	Jensen- Orange to Clovis: 4 LD to 6 LD	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2035	$16,450
Fresno	FRE500749	Jensen-Fruit to Martin Luther King Blvd: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Streets & Roads-Capacity Increasing	2030	$3,700
Fresno	FRE500370	Kings Canyon- Chestnut to Fowler: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2021	$9,300
Fresno	FRE500371	Kings Canyon-Armstrong to Temperance: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$3,100
Fresno	FRE500582	Maple & Nees to .2 mile south of Nees: 3 LU to 4 LU	3 LU to 4 LU with bike lane, curb, gutter and sidewalk	Streets & Roads-Capacity Increasing	2030	$580
Fresno	FRE500386	Maple-International to Copper: 2 LU to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE501760	Marks-Bullard to Sierra: 3 LD to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE500391	Marks-Jensen to Whitesbridge: 2 LU to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Streets & Roads-Capacity Increasing	2030	$6,200
Fresno	FRE500389	Marks-McKinley to Parkway: 2 LU to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Streets & Roads-Capacity Increasing	2030	$3,100
Fresno	FRE500390	Marks-Neilsen to McKinley: 2 LU to 4 LD	2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$4,650
Fresno	FRE501761	Marks-Sierra to Herndon: 3 LD to 4 LD	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE500388	Marks-Weber to Dakota: 2 LU to 4 LD	2 LU to 4 LD with sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE501762	Marty- Weber to Ashlan: 2 LD to 4 LD	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE501764	McKinley - Hughes to Marks: 2LU to 4LD	2 LU to 4 LD with bike lanes, curb, gutter, sidewalk	Streets & Roads-Capacity Increasing	2022	$3,000
Fresno	FRE501765	McKinley-Blythe to West: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2027	$7,750
Fresno	FRE500566	McKinley-Fowler to Temperance: 5 LU	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2035	$3,000
Fresno	FRE501763	McKinley-Polk to Blythe: 2LD to 4 LD	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2027	$3,100
Fresno	FRE500398	McKinley-Sunnyside to Fowler: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$1,500
Fresno	FRE500589	McKinley-Temperance to Locan: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500403	Minnewawa-Grove to Church: 3 LU	Unconstructed to 3 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$600
Fresno	FRE501766	Muscat-Fig to Elm new 3 LU	New 3 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$1,000
Fresno	FRE501767	Nees - Cedar to Maple 3 LD to 4 LD	3 LD to 4 LD with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$310
Fresno	FRE500414	Nielsen-Blythe to Brawley: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2035	$1,000
Fresno	FRE500481	North Ave/SR-99 Interchange (Orange to Cedar)	Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2030	$2,050
Fresno	FRE501769	North- Chestnut to Willow: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$2,050
Fresno	FRE501771	North- Willow to Minnewawa 2LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$3,000
Fresno	FRE500418	North-Cedar to Chestnut: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2035	$3,000
Fresno	FRE501768	North-Elm to Hwy 41 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$1,025

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Fresno	FRE501772	North-Fig to Elm: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	Streets & Roads-Capacity Increasing	2027	$1,500
Fresno	FRE501770	North-Fwy 41 to Orange 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads-Capacity Increasing	2027	$9,225
Fresno	FRE501072	O Street Re-opening - Stanislaus to Tuolumne	Reconstruct O Street as 2 LU with bike lanes and sidewalks from Tuolumne to Stanislaus	Streets & Roads-Capacity Increasing	2030	$145
Fresno	FRE500568	Olive-Clovis to Temperance: 2 LU to 5LU	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$5,800
Fresno	FRE500423	Olive-Marks to SR 99: 2 LU to 5LU	2 LU to 5LU with bike lanes, gutter, sidewalk and sidewalks	Streets & Roads-Capacity Increasing	2030	$11,400
Fresno	FRE501773	Parkway Drive-Herndon to 99: 3 LU to 4 LD	3 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	$465
Fresno	FRE500427	Parkway Drive-Shaw to Barstow: 2 LU to 4 LD	2 LU to 4 LD with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500431	Peach-Kings Canyon to Belmont: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2021	$3,100
Fresno	FRE500432	Peach-North to Jensen: 2 LD to 4 LD	2 LD to 4 LD with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$3,100
Fresno	FRE500436	Polk-Bullard to Herndon: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$2,900
Fresno	FRE500439	Polk-Gettysburg to Shaw: 2 LU to 4 LD	2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500440	Polk-McKinley to Shields: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	$3,100
Fresno	FRE500438	Polk-Olive to Belmont: 4 LD	Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	$1,550
Fresno	FRE500437	Polk-Olive to McKinley: 2 LD to 4 LD	Widen from 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$1,550
Fresno	FRE500441	Polk-Shields to Gettysburg: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2035	$4,650
Fresno	FRE500646	Riverside (Bullard Diag)-Herndon to Cresta: 2 LD to 4 LD	2 L to 4 LD with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2021	$1,860
Fresno	FRE500472	Riverside (Bullard Diag)-Palo Alto to Veterans: 2 LD to 4 LD	2 LD to 4 LD with bike lane and sidewalk, curb & gutter	Streets & Roads-Capacity Increasing	2021	$1,550
Fresno	FRE500642	Riverside-Herndon to Spruce: 2 LU to 4 LU	2 LU to 4 LU with sidewalks, bike lanes, curb & gutter	Streets & Roads-Capacity Increasing	2025	$1,230
Fresno	FRE501774	Roeding-Kearney to Nielsen: 2 LD to 4 LD	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	$1,085
Fresno	FRE501776	Shaw - Cornelia to Brawley 4 LD to 6 LD	4 LD to 6 LD with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$4,100
Fresno	FRE501775	Shaw - Polk to Cornelia 3 LD to 4 LD	3 LD to 4 LD with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE500447	Shaw-Blythe to Brawley: 4 LD to 6 LD	4 LD to 6 LD (retrofit)	Streets & Roads-Capacity Increasing	2030	$2,050
Fresno	FRE501078	Shaw-Garfield to Polk 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb & gutter, traffic signals and synchronization	Streets & Roads-Capacity Increasing	2030	$6,200
Fresno	FRE500591	Shaw-Garfield to Veterans Blvd: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$3,000
Fresno	FRE500482	Shaw-Veterans Blvd to Golden State: 2 LU to 6 LD	2 LU to 6 LD	Streets & Roads-Capacity Increasing	2030	$3,280
Fresno	FRE500497	Shepherd-Cedar to Maple: 3 LD to 4 LD	3 LD to 4 LD with bike lanes and sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$620
Fresno	FRE500495	Shepherd-Chestnut to Willow: 2 LD to 4 LD	2 LD to 4 LD with sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2027	$930
Fresno	FRE500503	Shields-Sunnyside to Fowler: 3 LD to 4 LD	3 LD to 4 LD with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2025	$1,240
Fresno	FRE501777	Sierra - Blackstone to Fresno 2 LU to 4 LU	2 LU to 4 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$1,450
Fresno	FRE500449	Sierra Ave - Bullard to Carnegie 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$600
Fresno	FRE500506	Sierra/Dante-Polk to Escalon: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb & gutter	Streets & Roads-Capacity Increasing	2030	$1,450
Fresno	FRE500505	Sierra-SR 41 Bridge to Fresno St: 2 LU to 4 LU	2 LU to 4 LU	Streets & Roads-Capacity Increasing	2030	$580
Fresno	FRE501778	Sommerville - Plymouth to Chestnut 3 LD to 4 LD	3 LD to 4 LD w/ BL, G, C, SW	Streets & Roads-Capacity Increasing	2027	$620
Fresno	FRE500509	Spruce- Riverside to Strother	Unconstructed 5 LU with bike lanes, gutter, curb and sidewalks.	Streets & Roads-Capacity Increasing	2030	$1,500
Fresno	FRE500146	SR 41-Gettysburg Overcross to Shaw Exit Ramp: Auxiliary Lane	Auxiliary Lane	Streets & Roads-Capacity Increasing	2030	$1,271
Fresno	FRE500145	SR 41-Shaw Off Ramp: Widen Ramp	Widen Ramp	Streets & Roads-Capacity Increasing	2021	$246

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Fresno	FRE500544	Sunnyside McKinley Connector: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$1,000
Fresno	FRE500523	Sunnyside-Clinton to Weldon & Fowler: 3 LU	Unconstructed to 3 LU with bike lanes, sidewalks curb and gutter	Streets & Roads-Capacity Increasing	2030	$600
Fresno	FRE501779	Teague - Cedar to Maple 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$1,500
Fresno	FRE501780	Teague - Maple to Chestnut 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalk	Streets & Roads-Capacity Increasing	2027	$900
Fresno	FRE500526	Temperance-Belmont to Dakota: 2 LU to 6 LD	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	Streets & Roads-Capacity Increasing	2035	$11,750
Fresno	FRE500527	Temperance-Jensen to Belmont: 2 LU to 6 LD	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	Streets & Roads-Capacity Increasing	2035	$14,100
Fresno	FRE500530	Tulare-Clovis to Argyle: 5 LU	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2025	$900
Fresno	FRE500571	Valentine-Ashlan to Gettysburg: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks	Streets & Roads-Capacity Increasing	2030	$2,050
Fresno	FRE501781	Valentine-Nielsen to Franklin: 3LU	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2027	$800
Fresno	FRE500532	Valentine-Weber to Ashlan: 2 LU to 4 LU	2 LU to 4LU with bike lanes, sidewalks, curb, gutter	Streets & Roads-Capacity Increasing	2030	$870
Fresno	FRE501074	Van Ness/SR-41 Interchange Improvements	Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Streets & Roads-Capacity Increasing	2030	$1,230
Fresno	FRE501782	Veterans Blvd- Hayes to Herndon: 6 LD	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Streets & Roads-Capacity Increasing	2027	$4,520
Fresno	FRE500535	Veterans Blvd-Browning to Bullard: 6 LD	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Streets & Roads-Capacity Increasing	2025	$1,175
Fresno	FRE500562	Veterans Blvd-Bullard to Riverside: 6 LD	Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail	Streets & Roads-Capacity Increasing	2027	$2,530
Fresno	FRE500537	Veterans Blvd-Holland to Barstow: 6 LD	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Streets & Roads-Capacity Increasing	2030	$3,240
Fresno	FRE500541	Walnut Connector-Fresno to Walnut: 4 LD	Unconstructed to 4 LD with bike lanes and sidewalks	Streets & Roads-Capacity Increasing	2030	$3,410
Fresno	FRE501783	Weber-Brawley to Marty:2 LU to 4 LD	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE500543	Weber-Marty to Clinton: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2030	$6,510
Fresno	FRE501784	Whitesbridge-Blythe to Brawley:2LU to 4 LD	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Streets & Roads-Capacity Increasing	2027	$1,550
Fresno	FRE500065	Willow Ave-Shepherd to Copper: Widen Southbound 1 lane to 3 lane	Southbound 1 lane to 3 lanes including bike lanes, gutter, curb and trail	Streets & Roads-Capacity Increasing	2025	$4,000
Fresno	FRE500469	Willow-Kings Canyon to Olive: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Streets & Roads-Capacity Increasing	2030	$4,350
Fresno County	FRE500603	American-SR 41 to SR 99: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$10,250
Fresno County	FRE500667	Central from SR 99 to Golden State: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$356
Fresno County	FRE500473	Central-Goldenstate to Willow: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$1,577
Fresno County	FRE500585	Central-Willow to Clovis: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$4,731
Fresno County	FRE500456	Chestnut from American to SR 99: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$3,154
Fresno County	FRE501738	Jayne Avenue - Glenn to I-5: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$304
Fresno County	FRE500511	Manning-Alta to Hill: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2032	$8,569
Fresno County	FRE500381	Manning-Buttonwillow to Alta: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$11,038
Fresno County	FRE500448	Shaw-McCall to Academy: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2032	$13,140
Fresno County	FRE500558	Willow (County Side Only)-Shepherd to Copper: 2 LU to 6 LD	2 LU to 6 LD East (County Side Only)	Streets & Roads-Capacity Increasing	2022	$3,647
Fresno County	FRE500559	Willow-Copper to Friant: 2 LU to 4 LD	2 LU to 4 LD	Streets & Roads-Capacity Increasing	2037	$4,909
Huron	FRE501785	12th St Connection to Lassen Avenue	Complete connection between 12th St and Lassen Ave	Streets & Roads-Capacity Increasing	2022	$650
Huron	FRE500809	13th Street Extension from M Street to Lassen Ave	13th St from M st to Lassen Ave - Construction of new 2 lane local street	Streets & Roads-Capacity Increasing	2017	$650

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Huron	FRE500805	Lassen Ave & Myrtle Ave - New Roundabout	New Roundabout	Streets & Roads-Capacity Increasing	2022	$3,000
Huron	FRE500806	Lassen Ave & Palmer Ave - Intersection Improvements (Traffic Signal)	Lassen Ave & Palmer Ave Intersection Improvements	Streets & Roads-Capacity Increasing	2030	$1,600
Huron	FRE500807	Lassen Ave & Tornado Ave - Intersection Improvements (Traffic Signal)	Lassen Ave & Palmer Ave Intersection Improvements	Streets & Roads-Capacity Increasing	2026	$1,600
Huron	FRE501786	O Street to 9th Street Construction	O St to 9th St - Construct 2 lane collector street	Streets & Roads-Capacity Increasing	2030	$1,100
Huron	FRE501787	Tornado Ave Construction from Azteca Blvd to O St	Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street	Streets & Roads-Capacity Increasing	2026	$1,200
Huron	FRE500808	Tornado Ave Construction from Lassen Ave to Azteca	Tornado Ave from Lassen Ave to Azteca Blvd - Construction of new 2 lane collector street	Streets & Roads-Capacity Increasing	2019	$950
Huron	FRE501788	Tornado Ave Construction from Lassen Ave to Granada St	Tornado Ave from Lassen Ave to Granada St - Construction of new 2 lane collector street	Streets & Roads-Capacity Increasing	2024	$900
Kerman	FRE501789	California - Modoc to 0.25 Mile East: Construct 2 LD Collector	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2025	$1,300
Kerman	FRE501791	Church - Madera to Vineland: Construct 2 LU Collector	Construct 2 LU Collector, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2028	$2,300
Kerman	FRE501790	Church - Modoc to Siskiyou: Construct 2 LD Collector	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2038	$2,600
Kerman	FRE501792	Del Norte - Church to UPRR: Construct 2 LU Collector	Construct 2 LU Collector, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2028	$2,300
Kerman	FRE501793	Howard - California to Whitesbridge: 2 LU to 4 LD	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2043	$5,600
Kerman	FRE501794	Madera - 0.12 Mile N/O Whitesbridge to 0.25 Mile N/O Nielsen: 2 LU to 4 LD	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2028	$5,040
Kerman	FRE501795	Madera - Church to 0.25 Mile S/O Jensen: 2LU to 4LD	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2033	$6,000
Kerman	FRE501796	Modoc - UPRR to Whitesbridge: Construct 2 LD Collector	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2028	$4,600
Kerman	FRE501797	Nielsen - Madera to Sycamore: Construct 2 LD Collector	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2043	$7,800
Kerman	FRE501798	Siskiyou - 0.25 Mile S/O Jensen to Jensen	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2043	$1,300
Kerman	FRE501799	Whitesbridge - Goldenrod to Howard: 3LU to 4LD	Widen 3 LU to 4 LD, Sidewalks, Bike Lanes, Curb & Gutter, Streetlights	Streets & Roads-Capacity Increasing	2033	$7,200
Kerman	FRE500888	Whitesbridge - Modoc to 0.15 mile E/O Vineland: Widen to 4 LD	Widen to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Streets & Roads-Capacity Increasing	2028	$6,700
Kingsburg	FRE500592	10th Avenue-Kern St. to Clarkson Ave	10th Avenue-Kern St. to Clarkson Ave: 2 LU to 4 LD	Streets & Roads-Capacity Increasing	2025	$375
Kingsburg	FRE500593	10th St (Academy)-Sierra to Stroud:	10th St (Academy)-Sierra to Stroud: 2 L to 4 L	Streets & Roads-Capacity Increasing	2025	$1,250
Kingsburg	FRE500470	Academy Parkway-Mountain View to Simpson: 4 Lane Expressway	New 4 Lane Expressway	Streets & Roads-Capacity Increasing	2025	$6,000
Kingsburg	FRE500635	Bethel-SR 99 to Kern	Bethel-SR 99 to Kern: 2 L to 4 L	Streets & Roads-Capacity Increasing	2025	$2,250
Kingsburg	FRE500753	Kamm Avenue-10th Ave. (Academy) to Madsen	Kamm Avenue-10th Ave. (Academy) to Madsen: 2 LU to 4 LU	Streets & Roads-Capacity Increasing	2025	$850
Kingsburg	FRE500367	Kamm Avenue-Golden State Blvd to 10th Ave	Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU	Streets & Roads-Capacity Increasing	2025	$1,250
Kingsburg	FRE500461	Kern-Rafer Johnson Drive to 10th	In Kingsburg Widen Kern-Rafer Johnson Drive to 10th from 2 to 4 lanes	Streets & Roads-Capacity Increasing	2030	$500
Kingsburg	FRE500994	Madsen Avenue Widening - Kamm to Sierra	In Kingsburg on Madsen Avenue from Kamm Ave to Sierra Street - Widen from 2L to 4L	Streets & Roads-Capacity Increasing	2030	$1,500
Kingsburg	FRE500466	Sierra St.-Bethel Ave. to Sixth St.-2 LU to 4 LU	2 LU to 4 LU	Streets & Roads-Capacity Increasing	2025	$1,250
Kingsburg	FRE500450	Stroud-10th to Simpson: 2 L to 4 L	In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes	Streets & Roads-Capacity Increasing	2030	$1,250
Orange Cove	FRE501800	Hills Valley Road Widening	Widen to 4-lane arterial and rehabilitate roadway	Streets & Roads-Capacity Increasing	2042	$3,500
Orange Cove	FRE500893	Sumner Ave. From Monson to Anchor	Widen to 4-lane collector and rehabilitate roadway	Streets & Roads-Capacity Increasing	2020	$1,750
Parlier	FRE130060	Academy Ave/ 5th St Intersection Imp.	Intersection improvements	Streets & Roads-Capacity Increasing	2018	$358
Parlier	FRE501801	Academy Avenue City Limits to Dinuba	Bridge/Roadway Widening	Streets & Roads-Capacity Increasing	2034	$972
Parlier	LSTMP395 - FRE040401	Widen Roadway - Manning & Zediker	Intersection widening	Streets & Roads-Capacity Increasing	2018	$326
Reedley	FRE500764	Buttonwillow Widening Phase 1	Roadway widening - 2 to 4 lanes	Streets & Roads-Capacity Increasing	2028	$2,190
Reedley	FRE500764	Buttonwillow Widening Phase 3	Roadway widening - 2 to 4 lanes	Streets & Roads-Capacity Increasing	2026	$2,400

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Reedley	FRE503711	Columbia Avenue Widening	Roadway widening - to add shoulders and sidewalk	Streets & Roads-Capacity Increasing	2018	$110
Reedley	FRE500700	Dinuba Avenue Widening Phase 1	Minor roadway widening & reconstruction	Streets & Roads-Capacity Increasing	2023	$1,200
Reedley	FRE500765	Floral Avenue Reconstruction & widening	Roadway widening - to add shoulders and sidewalk	Streets & Roads-Capacity Increasing	2030	$2,200
Reedley	FRE500713	Frankwood Avenue Widening & Reconstruction	Roadway widening - 2 to 4 lanes	Streets & Roads-Capacity Increasing	2025	$4,500
Reedley	FRE500958	Huntsman Avenue Realignment & widening	Roadway widening - adding shoulders and sidewalks realign to right angles to Buttonwillow	Streets & Roads-Capacity Increasing	2030	$1,500
Reedley	FRE500761	Manning Avenue Widening	Roadway widening - 2 to 4 lanes	Streets & Roads-Capacity Increasing	2030	$3,500
Sanger	FRE500996	Academy Ave. 11th St to 0.2 mi. south of North Ave.	Widen to 4-lane divided arterial and rehabilitate roadway	Streets & Roads-Capacity Increasing	2019	$5,200
Sanger	FRE501804	Bethel Ave Widening - North to Central	Widen to 4-lane divided arterial and rehabilitate roadway	Streets & Roads-Capacity Increasing	2038	$2,000
Sanger	FRE501803	Bethel Ave Widening - UPRR to SR 180	Widen to 4-lane divided arterial and rehabilitate roadway	Streets & Roads-Capacity Increasing	2035	$2,000
Sanger	FRE500997	Bethel Ave. UPRR to Jensen Ave.	Widen to 4-lane divided arterial and rehabilitate roadway	Streets & Roads-Capacity Increasing	2022	$1,000
Sanger	FRE501802	Bethel Ave/Lone Tree Canal Bridge	Widen North Ave bridge over C&K Canal	Streets & Roads-Capacity Increasing	2040	$8,000
Sanger	FRE501805	California Ave/Fowler Switch Canal Bridge	Construct California Ave bridge over Fowler Switch Canal	Streets & Roads-Capacity Increasing	2025	$10,000
Selma	FRE500866	Dinuba Avenue Improvements	In Selma, on Dinuba Avenue from Golden State to Mitchell Avenue, widening of Dinuba Avenue on the north side of the roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Project will provide pedestrian walkways on the north side of the street and mitigate congestion at Golden State by providing for dedicated queing of traffic headed northbound on Golden State.	Streets & Roads-Capacity Increasing	2025	$1,300
Selma	FRE500790	Nebraska Street Widening	Located in Selma on Nebraska Avenue from Highway 43 to 2nd Street, rehabilitate and widen roadway from 2-lane rural roadway to a 4-lane arterial with bike lanes and sidewalks, providing enhanced access to downtown Selma from Highway 43 and relieve congestion at the Thompson/Highland intersection.	Streets & Roads-Capacity Increasing	2022	$1,200
Caltrans	FRE501876	Advance Mitigation	Create/Purchase mitigation bank in order to Preserve, Create, Enhance, Restore habitat for listed small mammal species as mitigation due to project impacts	Streets & Roads-Maintenance	2023	$3,500
Caltrans	FRE501877	Advance Mitigation	Create/Purchase mitigation bank in order to Preserve,Create, Enhance, Restore habitat for Alkali Sink scrub as mitigation due to project impacts	Streets & Roads-Maintenance	2027	$3,500
Caltrans	FRE501878	Advance Mitigation	Create/Purchase mitigation bank in order to Preserve,Create, Enhance, Restore habitat for Oak Woodland habitat as mitigation due to project impacts	Streets & Roads-Maintenance	2024	$3,500
Caltrans	FRE501879	Advance Mitigation	Create/Purchase mitigation bank in order to Preserve,Create, Enhance, Restore habitat for Riparian Habitat as mitigation due to project impacts	Streets & Roads-Maintenance	2025	$3,500
Caltrans	FRE501821	Bridge	42-0179. 42-0033, 42-0031, 42-0009 Replace Rail	Streets & Roads-Maintenance	2024	$2,246
Caltrans	FRE501847	Bridge	42-0182, 42-0298, 42-0277, 42-0302 Rehab Deck	Streets & Roads-Maintenance	2027	$91,941
Caltrans	FRE501840	Bridge	In Fresno Co. at JCT Rt 99, from Br. 42-0226L to 42-0226R	Streets & Roads-Maintenance	2019	$9,922
Caltrans	FRE501858	Bridge	In Fresno Co. Poso Canal Br. 42-0034, Helm Canal Br. 42-0033, and Colony Main Canal Br. 42-0031	Streets & Roads-Maintenance	2021	$4,727
Caltrans	FRE501862	Bridge	Replace Rail, 42-0227S, 42-0227L, 42-0227R	Streets & Roads-Maintenance	2022	$3,010
Caltrans	FRE501868	Drainage	In Fresno County along SR 168 near Shaver Lake from west of Prather Pond Road to west of Rancheria Creek Bridge.	Streets & Roads-Maintenance	2018	$10,206

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Caltrans	FRE501818	Drainage	Replace and reline cluverts	Streets & Roads-Maintenance	N/A	$13,700
Caltrans	FRE501841	Drainage	Replace and reline cluverts	Streets & Roads-Maintenance	2023	$38,301
Caltrans	FRE501822	Drainage	Replace and reline cluverts	Streets & Roads-Maintenance	2022	$44,901
Caltrans	FRE501824	Drainage	Replace and reline culverts	Streets & Roads-Maintenance	2027	$4,000
Caltrans	FRE501819	Drainage	Replace and reline culverts	Streets & Roads-Maintenance	2024	$7,920
Caltrans	FRE501823	Drainage	Replace and reline culverts	Streets & Roads-Maintenance	2026	$10,400
Caltrans	FRE501844	Facilities	1352 W. Olive Ave - Fresno	Streets & Roads-Maintenance	2024	$103,280
Caltrans	FRE501810	Facilities	Fresno Landscape/Guardrail Facility	Streets & Roads-Maintenance	2024	$6,408
Caltrans	FRE501812	Facilities	Mendota Facility Building and 2 bays	Streets & Roads-Maintenance	2027	$4,005
Caltrans	FRE501813	Facilities	Pinehurst Facility Building and 2 bays	Streets & Roads-Maintenance	2026	$4,005
Caltrans	FRE501814	Facilities	Reconstruct Building	Streets & Roads-Maintenance	2022	$9,311
Caltrans	FRE501880	Major Damage	FRE, MAD - 41, 43, 49, 99, 152, 168, 180, 198, 233, 245 PM Varies	Streets & Roads-Maintenance	2018	$29,198
Caltrans	FRE501828	Mobility	ADA access improvements in Fresno County along SR 33	Streets & Roads-Maintenance	2024	$1,280
Caltrans	FRE501873	Mobility	Along various routes at various post miles in Fresno, Kern, Kings, Madera & Tulare Counties.	Streets & Roads-Maintenance	2018	$1,777
Caltrans	FRE501874	Mobility	Along various routes at various post miles in Fresno, Kern, Kings, Madera & Tulare Counties.	Streets & Roads-Maintenance	2020	$6,478
Caltrans	FRE501875	Mobility	Along various routes at various post miles in Kern, Kings, Tulare, Fresno and Madera Counties	Streets & Roads-Maintenance	2020	$7,560
Caltrans	FRE501848	Mobility	Fresno WIM upgrade	Streets & Roads-Maintenance	2027	$2,466
Caltrans	FRE501836	Mobility	In Fresno County from North Ave to San Joaquin River, and in Madera County from San Joaquin River to Children's Boulevard	Streets & Roads-Maintenance	2019	$20,424
Caltrans	FRE501865	Mobility	In Fresno NB Rte 41 from Ashlan to Shaw Off Ramp	Streets & Roads-Maintenance	2022	$22,957
Caltrans	FRE501881	Mobility	Install 125 traffic census stations within Fresno County on various routes at various locations.	Streets & Roads-Maintenance	2023	$14,586
Caltrans	FRE501882	Mobility	Install CCTV	Streets & Roads-Maintenance	2023	$7,002
Caltrans	FRE501883	Mobility	Install CCTV	Streets & Roads-Maintenance	2024	$7,002
Caltrans	FRE501884	Mobility	Install CMS	Streets & Roads-Maintenance	2023	$2,334
Caltrans	FRE501885	Mobility	Install CMS	Streets & Roads-Maintenance	2024	$2,334
Caltrans	FRE501886	Mobility	Install CMS	Streets & Roads-Maintenance	2025	$2,334
Caltrans	FRE501887	Mobility	Install CMS	Streets & Roads-Maintenance	2026	$2,334
Caltrans	FRE501888	Mobility	Install CTS	Streets & Roads-Maintenance	2025	$23,338
Caltrans	FRE501889	Mobility	Install Extinguishable Message Sign (EMS)	Streets & Roads-Maintenance	2023	$1,400
Caltrans	FRE501890	Mobility	Install Fiber Optic System	Streets & Roads-Maintenance	2023	$2,509
Caltrans	FRE501891	Mobility	Install Ramp Meter	Streets & Roads-Maintenance	2023	$351
Caltrans	FRE501892	Mobility	Install Ramp Meter	Streets & Roads-Maintenance	2024	$351
Caltrans	FRE501894	Mobility	Install TCS	Streets & Roads-Maintenance	2024	$11,670
Caltrans	FRE501895	Mobility	Install Traffic Signal	Streets & Roads-Maintenance	2024	$8,752
Caltrans	FRE501896	Mobility	Install Traffic Signal	Streets & Roads-Maintenance	2025	$8,752

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Caltrans	FRE501897	Mobility	Install Traffic Signal	Streets & Roads-Maintenance	2026	$8,752
Caltrans	FRE501898	Mobility	Install Traffic Signal	Streets & Roads-Maintenance	2027	$8,752
Caltrans	FRE501869	Mobility	Locan Ave to JEO Quality Ave. Install Fiber Optic System	Streets & Roads-Maintenance	2026	$1,062
Caltrans	FRE501900	Mobility	Modify CMS	Streets & Roads-Maintenance	2027	$8,168
Caltrans	FRE501590	Mobility	Modify CMS	Streets & Roads-Maintenance	2027	$8,168
Caltrans	FRE501591	Mobility	Modify Ramp Meter	Streets & Roads-Maintenance	2025	$1,167
Caltrans	FRE501866	Mobility	On NB SR-41 from Shaw to Bullard Ave in City of Fresno. Construct Aux Lane	Streets & Roads-Maintenance	2027	$139
Caltrans	FRE501864	Mobility	On NB SR-41 from SR-180 to Shields Ave Offramp in City of Fresno Construct Aux Lane	Streets & Roads-Maintenance	2027	$347
Caltrans	FRE501831	Mobility	On NB SR-99 Onramps from Jensen to Shaw Ave in City of Fresno. Construct Ramp Metering (15 Locations)	Streets & Roads-Maintenance	2026	$10,210
Caltrans	FRE501832	Mobility	On SB SR-00 Onramps from Jensen to Belmont Ave in City of Fresno. Constrruct Ramp Metering (8 locations)	Streets & Roads-Maintenance	2027	$56
Caltrans	FRE501863	Mobility	On SB SR-41 from SR-180 Conn Ramp to Divisadero Off-ramp in City of Fresno. Constrruct SB Braided Ramps	Streets & Roads-Maintenance	2027	$139
Caltrans	FRE501867	Mobility	on SB SRS-41 from WB Friant Onramp to Herndon Ave Offramp in City of Frenso. Construct Aux Lane	Streets & Roads-Maintenance	2027	$139
Caltrans	FRE501593	Mobility	VAR	Streets & Roads-Maintenance	2025	$4,084
Caltrans	FRE501594	Mobility	various info	Streets & Roads-Maintenance	2024	$4,584
Caltrans	FRE501806	Pavement	CAPM	Streets & Roads-Maintenance	2023	$2,419
Caltrans	FRE501837	Pavement	CAPM	Streets & Roads-Maintenance	2020	$3,296
Caltrans	FRE501851	Pavement	CAPM	Streets & Roads-Maintenance	2020	$3,572
Caltrans	FRE501842	Pavement	CAPM	Streets & Roads-Maintenance	2024	$4,308
Caltrans	FRE501853	Pavement	CAPM	Streets & Roads-Maintenance	2024	$5,088
Caltrans	FRE501807	Pavement	CAPM	Streets & Roads-Maintenance	2025	$7,239
Caltrans	FRE501846	Pavement	CAPM	Streets & Roads-Maintenance	2027	$15,472
Caltrans	FRE501808	Pavement	CAPM	Streets & Roads-Maintenance	2025	$17,521
Caltrans	FRE501849	Pavement	CAPM	Streets & Roads-Maintenance	2023	$34,414
Caltrans	FRE501859	Pavement	CAPM	Streets & Roads-Maintenance	2025	$36,484
Caltrans	FRE501825	Pavement	In Fresno Co. from Ave 48/Armstrong to 1.2 Mi. south of Ave 96 Oc	Streets & Roads-Maintenance	2020	$99,925
Caltrans	FRE501833	Pavement	In Fresno Co. from Sales Cr Br to Old Millerton Rd	Streets & Roads-Maintenance	2020	$8,126
Caltrans	FRE501829	Pavement	Rehab	Streets & Roads-Maintenance	2023	$2,426
Caltrans	FRE501834	Pavement	Rehab	Streets & Roads-Maintenance	2023	$4,135
Caltrans	FRE501857	Pavement	Rehab	Streets & Roads-Maintenance	2022	$4,427
Caltrans	FRE501816	Pavement	Rehab	Streets & Roads-Maintenance	2023	$5,321
Caltrans	FRE501838	Pavement	Rehab	Streets & Roads-Maintenance	2024	$6,439
Caltrans	FRE501855	Pavement	Rehab	Streets & Roads-Maintenance	2023	$7,262
Caltrans	FRE501815	Pavement	Rehab	Streets & Roads-Maintenance	2022	$7,572
Caltrans	FRE501854	Pavement	Rehab	Streets & Roads-Maintenance	2026	$8,215

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Caltrans	FRE501850	Pavement	Rehab	Streets & Roads-Maintenance	2025	$23,171
Caltrans	FRE501856	Pavement	Rehab	Streets & Roads-Maintenance	2022	$23,837
Caltrans	FRE501817	Pavement	Rehab	Streets & Roads-Maintenance	2024	$39,326
Caltrans	FRE501826	Pavement	Rehab	Streets & Roads-Maintenance	2023	$44,981
Caltrans	FRE501852	Pavement	Rehab	Streets & Roads-Maintenance	2021	$47,663
Caltrans	FRE501835	Pavement	Rehab	Streets & Roads-Maintenance	2022	$157,906
Caltrans	FRE501861	Roadside	Convert irrigation system to use recycled water	Streets & Roads-Maintenance	2020	$7,119
Caltrans	FRE501860	Roadside	In Fresno and Clovis from Bullard to Shepherd	Streets & Roads-Maintenance	2021	$2,349
Caltrans	FRE501839	Roadside	In Fresno from Jensen to Bullard Ave	Streets & Roads-Maintenance	2020	$2,590
Caltrans	FRE501843	Roadside	Worker Safety Misc. Facilities - Toe of Slope paving	Streets & Roads-Maintenance	2023	$11,633
Caltrans	FRE501592	Safety - Collision Reduction	Upgrade Guardrail	Streets & Roads-Maintenance	2021	$6,005
Caltrans	FRE501870	Safety - Collision Reduction	Widen Shoulder	Streets & Roads-Maintenance	2022	$10,459
Caltrans	FRE501899	Safety - Monitoring	LIghting Rehab	Streets & Roads-Maintenance	2021	$941
Caltrans	FRE501809	Safety - SI	Construct centerline and shoulder rumble strips on State Route (SR) 43 from the Kings County line (PM 0.00) to Mountain View Avenue (PM 7.34) in Fresno County. 16 Collisions Reduced.	Streets & Roads-Maintenance	2019	$2,000
Caltrans	FRE501827	Safety - SI	In Fresno County on State Route 168 from PM 11.67 to R36.176	Streets & Roads-Maintenance	2019	$2,003
Caltrans	FRE501811	Safety - SI	In Fresno County on State Route 198	Streets & Roads-Maintenance	2017	$1,652
Caltrans	FRE501893	Safety - SI	Install rumble strip	Streets & Roads-Maintenance	2021	$5,905
Caltrans	FRE501595	Safety - SI	Various locations	Streets & Roads-Maintenance	2026	$441
Caltrans	FRE501830	Safety - SI	Worker Safety Miscellaneous Facilities - Toe of Slope paving	Streets & Roads-Maintenance	2027	$8,059
Caltrans		SR 180 Concrete Guardrail-Blackstone to Olive	In the City of Fresno, on SR 180 between Blackstone Avenue off-ramp and Olive Avenue; construct concrete guardrail.	Streets & Roads-Maintenance	2024	$1,678
Caltrans	FRE501871	Sustainability/Stormwater	Along I-5 at various Locations for regional connectivity. Install ZEV electric charging stations infrastructure	Streets & Roads-Maintenance	2023	$12,000
Caltrans	FRE501872	Sustainability/Stormwater	Along SR 5 & 99 in Kern, Tulare, Fresno & Madera Counties.	Streets & Roads-Maintenance	2018	$4,296
Caltrans	FRE501820	Sustainability/Stormwater	On I-5 at Coalinga Safety Roadside Rest Area for regional connectivity. Install Hydrogen ZEV charging station infrastructure	Streets & Roads-Maintenance	2023	$5,020
Caltrans	FRE501845	Sustainability/Stormwater	On SR-99 at Caltrans District 6 Office for regional connectivity. Install Hydrogen ZEV charging stations infrastructure	Streets & Roads-Maintenance	2026	$2,510
Clovis	FRE501599	Alluvial - Armstrong to Temperance : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2029	$272
Clovis	FRE501600	Alluvial - Clovis to Sunnyside : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2036	$362
Clovis	FRE501601	Alluvial - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2036	$231
Clovis	FRE501597	Alluvial - Minnewawa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2027	$347
Clovis	FRE501598	Alluvial - Peach to Minnewawa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2027	$313
Clovis	FRE501602	Alluvial - Sunnyside to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$627
Clovis	FRE501596	Alluvial - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$330
Clovis	FRE501607	Armstrong - Alluvial to Herndon : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2021	$343
Clovis	FRE501613	Armstrong - Ashlan to City Limit : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$146

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Clovis	FRE501611	Armstrong - Barstow to Shaw : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$624
Clovis	FRE501604	Armstrong - Bullard to Barstow : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2018	$957
Clovis	FRE501612	Armstrong - City Limit to Nees : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$46
Clovis	FRE501603	Armstrong - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2024	$264
Clovis	FRE501605	Armstrong - Herndon to Tollhouse : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2020	$171
Clovis	FRE501609	Armstrong - Nees to Alluvial : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2022	$477
Clovis	FRE501610	Armstrong - Shaw to Gettysburg : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2023	$565
Clovis	FRE501606	Armstrong - Sierra to Bullard : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2025	$1,153
Clovis	FRE501608	Armstrong - Tollhouse to Sierra : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2021	$523
Clovis	FRE501620	Ashlan - Armstrong to Temperance : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$481
Clovis	FRE501624	Ashlan - City Limit to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2037	$852
Clovis	FRE501614	Ashlan - DeWolf to Leonard : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2024	$315
Clovis	FRE501618	Ashlan - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2031	$380
Clovis	FRE501617	Ashlan - Leonard to City Limit : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2027	$49
Clovis	FRE501619	Ashlan - Locan to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$449
Clovis	FRE501615	Ashlan - Peach to Villa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$164
Clovis	FRE501623	Ashlan - Temperance to Locan : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2029	$719
Clovis	FRE501616	Ashlan - Villa to Minnewawa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$161
Clovis	FRE501621	Ashlan - Willow to Peach : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2030	$1,364
Clovis	FRE501622	Ashlan - Winery to Willow : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$342
Clovis	FRE501628	Barstow - Armstrong to Temperance : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$431
Clovis	FRE501631	Barstow - Clovis to Sunnyside : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2027	$707
Clovis	FRE501627	Barstow - DeWolf to Leonard : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2037	$333
Clovis	FRE501625	Barstow - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2023	$307
Clovis	FRE501626	Barstow - Locan to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2028	$324
Clovis	FRE501629	Barstow - Minnewawa to Clovis : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2022	$520
Clovis	FRE501630	Barstow - Sunnyside to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2027	$618
Clovis	FRE501901	Barstow - Temperance to Locan : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2039	$785
Clovis	FRE501633	Barstow - Villa to Minnewawa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2039	$387
Clovis	FRE501632	Barstow - Willow to Villa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2031	$915
Clovis	FRE501908	Bullard - 168 to Villa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$250
Clovis	FRE501906	Bullard - Armstrong to Temperance : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2021	$592
Clovis	FRE501905	Bullard - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$462
Clovis	FRE501911	Bullard - Leonard to Highland : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$433
Clovis	FRE501904	Bullard - Locan to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2037	$314
Clovis	FRE501902	Bullard - Minnewawa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2021	$247

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Clovis	FRE501910	Bullard - Sunnyside to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2035	$795
Clovis	FRE501903	Bullard - Temperance to Locan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2030	$395
Clovis	FRE501907	Bullard - Villa to Minnewawa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2025	$335
Clovis	FRE501909	Bullard - Willow to 168 : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$1,318
Clovis	FRE501917	Clovis - Alluvial to Herndon : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2033	$492
Clovis	FRE501922	Clovis - Ashlan to Dakota : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$219
Clovis	FRE501916	Clovis - Barstow to Shaw : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2032	$395
Clovis	FRE501921	Clovis - Dakota to Dayton : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$158
Clovis	FRE501918	Clovis - Fifth to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2038	$448
Clovis	FRE501914	Clovis - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2030	$251
Clovis	FRE501915	Clovis - Herndon to Sierra : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2030	$394
Clovis	FRE501923	Clovis - Nees to Alluvial : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2020	$1,073
Clovis	FRE501919	Clovis - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$499
Clovis	FRE501913	Clovis - Shepherd to Teague : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2020	$224
Clovis	FRE501912	Clovis - Sierra to Fifth : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2020	$245
Clovis	FRE501920	Clovis - Teague to Nees : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$560
Clovis	FRE501925	Dakota - Clovis to Argyle : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$464
Clovis	FRE501924	Dakota - Peach to Lind : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2037	$308
Clovis	FRE501929	De Wolf - Ashlan to City Limit : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$358
Clovis	FRE501931	De Wolf - Barstow to Shaw : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2036	$610
Clovis	FRE501926	De Wolf - Bullard to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$200
Clovis	FRE501927	De Wolf - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2029	$253
Clovis	FRE501930	De Wolf - Shaw to Gettysburg : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2034	$701
Clovis	FRE501928	De Wolf - Shepherd to Owens Mountain : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2031	$430
Clovis	FRE501932	Fifth - Clovis to Sunnyside : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$357
Clovis	FRE501933	Fowler - Alluvial to Herndon : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2023	$317
Clovis	FRE501940	Fowler - Ashlan to City Limit : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2024	$674
Clovis	FRE501938	Fowler - Barstow to Shaw : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2019	$985
Clovis	FRE501942	Fowler - Bullard to Barstow : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2032	$806
Clovis	FRE501935	Fowler - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$526
Clovis	FRE501937	Fowler - Herndon to Tollhouse : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2018	$851
Clovis	FRE501939	Fowler - Nees to Alluvial : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2022	$1,072
Clovis	FRE501934	Fowler - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2034	$457
Clovis	FRE501936	Fowler - Shepherd to Glen Oban : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$170
Clovis	FRE501941	Fowler - Tollhouse to Bullard : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2031	$980
Clovis	FRE502004	Gettysburg - Armstrong to Temperance : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2026	$570

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Clovis	FRE502003	Gettysburg - Clovis to Sierra Vista : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2023	$431
Clovis	FRE502008	Gettysburg - DeWolf to Leonard : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$408
Clovis	FRE501944	Gettysburg - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2028	$325
Clovis	FRE501943	Gettysburg - Locan to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2024	$344
Clovis	FRE502000	Gettysburg - Minnewawa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2030	$81
Clovis	FRE502007	Gettysburg - Peach to Minnewawa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2035	$744
Clovis	FRE502005	Gettysburg - Sierra Vista to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$751
Clovis	FRE502006	Gettysburg - Temperance to Locan : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2035	$738
Clovis	FRE502001	Gettysburg - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$416
Clovis	FRE502002	Gettysburg - Winery to Willow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$212
Clovis	FRE502009	Harlan Ranch - DeWolf to Highland : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2037	$1,009
Clovis	FRE502010	Helm - Spruce to Herndon : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$156
Clovis	FRE502012	Herndon - Armstrong to Temperance : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2021	$488
Clovis	FRE502014	Herndon - Clovis to Sunnyside : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2036	$610
Clovis	FRE502015	Herndon - Coventry to Locan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2038	$244
Clovis	FRE502019	Herndon - Fowler to Armstrong : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2032	$1,051
Clovis	FRE502018	Herndon - Peach to Villa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$463
Clovis	FRE502017	Herndon - Sunnyside to Fowler : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$479
Clovis	FRE502013	Herndon - Temperance to Coventry : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$141
Clovis	FRE502011	Herndon - Villa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2021	$726
Clovis	FRE502016	Herndon - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$639
Clovis	FRE502020	Leonard - Ashlan to Ramona : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2034	$238
Clovis	FRE502021	Leonard - Bullard to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$232
Clovis	FRE502022	Leonard - Shaw to Gettysburg : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2037	$515
Clovis	FRE502029	Locan - Ashlan to City Limit : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2036	$587
Clovis	FRE502024	Locan - Barstow to Shaw : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2032	$319
Clovis	FRE502023	Locan - Bullard to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2029	$335
Clovis	FRE502028	Locan - Escalon to Bullard : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2033	$65
Clovis	FRE502027	Locan - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$382
Clovis	FRE502026	Locan - Herndon to City Limit : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2038	$38
Clovis	FRE502025	Locan - Shepherd to Nees : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2035	$352
Clovis	FRE502033	Minnewawa - Alluvial to Villa : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2020	$583
Clovis	FRE502030	Minnewawa - Ashlan to Dakota : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2028	$90
Clovis	FRE502032	Minnewawa - Barstow to Shaw : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$424
Clovis	FRE502036	Minnewawa - Bullard to Barstow : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2023	$565
Clovis	FRE502035	Minnewawa - Gettysburg to Ashlan : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2023	$202

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Clovis	FRE502031	Minnewawa - Nees to Alluvial : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$455
Clovis	FRE502038	Minnewawa - Shaw to Gettysburg : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2037	$654
Clovis	FRE502034	Minnewawa - Shepherd to Teague : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2019	$591
Clovis	FRE502037	Minnewawa - Teague to Nees : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2036	$839
Clovis	FRE502043	Nees - Armstrong to Temperance : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$397
Clovis	FRE502045	Nees - Clovis to Sunnyside : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2026	$481
Clovis	FRE502041	Nees - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2034	$316
Clovis	FRE502044	Nees - Minnewawa to Clovis : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2020	$653
Clovis	FRE502040	Nees - Peach to Minnewawa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2029	$355
Clovis	FRE502042	Nees - Sunnyside to Fowler : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$359
Clovis	FRE502046	Nees - Temperance to Locan : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$401
Clovis	FRE502039	Nees - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2027	$385
Clovis	FRE502047	Owens Mountain - Kenosha to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$223
Clovis	FRE502048	Owens Mountain - Temperance to End : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$145
Clovis	FRE502054	Peach - Alluvial to Herndon : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2027	$345
Clovis	FRE502057	Peach - Ashlan to Dakota : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2029	$516
Clovis	FRE502056	Peach - Gettysburg to Ashlan : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2024	$1,032
Clovis	FRE502050	Peach - Herndon to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$95
Clovis	FRE502052	Peach - Herndon to Sierra : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$254
Clovis	FRE502055	Peach - immediately north of Shaw : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$51
Clovis	FRE502051	Peach - Nees to Alluvial : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$314
Clovis	FRE502058	Peach - Shaw to Gettysburg : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$793
Clovis	FRE502053	Peach - Sierra to Stuart : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$144
Clovis	FRE502049	Peach - Teague to Nees : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2023	$287
Clovis	FRE502070	Shaw - Armstrong to Temperance : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2026	$887
Clovis	FRE502071	Shaw - City Limit to Willow : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2032	$474
Clovis	FRE502066	Shaw - Clovis to Sunnyside : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2028	$526
Clovis	FRE502063	Shaw - DeWolf to Leonard : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$186
Clovis	FRE502065	Shaw - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$433
Clovis	FRE502062	Shaw - Leonard to Highland : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$202
Clovis	FRE502068	Shaw - Locan to DeWolf : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2032	$449
Clovis	FRE502064	Shaw - Minnewawa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$418
Clovis	FRE502059	Shaw - Peach to Villa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$198
Clovis	FRE502069	Shaw - Sunnyside to Fowler : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2021	$838
Clovis	FRE502060	Shaw - Temperance to Locan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2024	$438
Clovis	FRE502067	Shaw - Villa to Minnewawa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2031	$232

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Clovis	FRE502061	Shaw - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2025	$406
Clovis	FRE502073	Shepherd - Clovis to Sunnyside : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2029	$509
Clovis	FRE502072	Shepherd - DeWolf to 168 : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$1,206
Clovis	FRE502074	Shepherd - Fowler to Temperance : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2029	$1,145
Clovis	FRE502076	Shepherd - Minnewawa to Clovis : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2031	$620
Clovis	FRE502075	Shepherd - Temperance to DeWolf : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2030	$1,169
Clovis	FRE502077	Shepherd - Willow to Minnewawa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2034	$1,366
Clovis	FRE502081	Sierra - Clovis to Sunnyside : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$284
Clovis	FRE502080	Sierra - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2037	$408
Clovis	FRE502079	Sierra - Peach to Villa : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2031	$167
Clovis	FRE502082	Sierra - Villa to Clovis : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2034	$1,057
Clovis	FRE502078	Sierra - Willow to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2020	$339
Clovis	FRE502083	Sierra Vista - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$410
Clovis	FRE502084	Spruce - Helm to Peach : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$139
Clovis	FRE502086	Sunnyside - Alluvial to Herndon : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2027	$1,212
Clovis	FRE502089	Sunnyside - Barstow to Shaw : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2032	$718
Clovis	FRE502087	Sunnyside - Fifth to Barstow : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2028	$1,341
Clovis	FRE502090	Sunnyside - Herndon to Tollhouse : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2036	$1,146
Clovis	FRE502085	Sunnyside - Nees to Alluvial : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2024	$936
Clovis	FRE502088	Sunnyside - Tollhouse to Fifth : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$170
Clovis	FRE502091	Teague - Minnewawa to Clovis : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$303
Clovis	FRE502093	Teague - Peach to Minnewawa : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2035	$734
Clovis	FRE502092	Teague - Willow to Peach : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2025	$682
Clovis	FRE502094	Temperance - Alluvial to Fir : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$335
Clovis	FRE502096	Temperance - Ashlan to City Limit : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2033	$257
Clovis	FRE502103	Temperance - Barstow to Shaw : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2019	$1,033
Clovis	FRE502095	Temperance - Bullard to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$319
Clovis	FRE502104	Temperance - Fir to Herndon : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$197
Clovis	FRE502102	Temperance - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$482
Clovis	FRE502098	Temperance - Herndon to Sierra : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2038	$459
Clovis	FRE502101	Temperance - Nees to Alluvial : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$445
Clovis	FRE502097	Temperance - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2035	$451
Clovis	FRE502099	Temperance - Shepherd to Nees : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2039	$969
Clovis	FRE502100	Temperance - Sierra to Bullard : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$477
Clovis	FRE502107	Tollhouse - Armstrong to Herndon : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2035	$180
Clovis	FRE502106	Tollhouse - Fowler to Armstrong : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2023	$256

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Clovis	FRE502105	Tollhouse - Sunnyside to Fowler : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$374
Clovis	FRE502114	Villa - Ashlan to Pontiac : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2030	$335
Clovis	FRE502111	Villa - Barstow to Shaw : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2019	$951
Clovis	FRE502113	Villa - Bullard to Barstow : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2023	$1,016
Clovis	FRE502109	Villa - Gettysburg to Swift : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$166
Clovis	FRE502108	Villa - Herndon to Sierra : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$442
Clovis	FRE502112	Villa - Minnewawa to Herndon : Maintenance	Major Maintenance	Streets & Roads-Maintenance	2020	$476
Clovis	FRE502110	Villa - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2042	$345
Clovis	FRE502115	Villa - Sierra to Bullard : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2038	$670
Clovis	FRE502126	Willow - Alluvial to Herndon : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2031	$569
Clovis	FRE502124	Willow - Barstow to Shaw : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2041	$440
Clovis	FRE502117	Willow - Bullard to Barstow : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2021	$185
Clovis	FRE502119	Willow - Gettysburg to Ashlan : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2026	$377
Clovis	FRE502125	Willow - Herndon to Magill : Maintenance	Moderate Maintenance	Streets & Roads-Maintenance	2028	$125
Clovis	FRE502118	Willow - Magill to Sierra : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2022	$132
Clovis	FRE502120	Willow - Nees to Alluvial : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2033	$273
Clovis	FRE502123	Willow - Shaw to Gettysburg : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$522
Clovis	FRE502121	Willow - Shepherd to Teague : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2035	$277
Clovis	FRE502116	Willow - Sierra to Bullard : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2021	$171
Clovis	FRE502122	Willow - Teague to Nees : Maintenance	Light Maintenance	Streets & Roads-Maintenance	2040	$316
Coalinga	FRE502131	City Wide Pavement Maintenance Project	Slurry seal, cape seal and chip seal various road and alleys throughout the City of Coalinga	Streets & Roads-Maintenance	2018	$1,000
Coalinga	FRE170017	Coalinga Paving & PM-10 Mitigation	Unpaved Alleys PM-10 Mitigation	Streets & Roads-Maintenance	2018	$600
Coalinga	FRE170023	Forest/Truman Reconstruction	Demolition of existing roadway, complete roadway reconstruction, construct ADA compliant elements, sidewalk gap closure, street light installation, storm drain installation, sanitary sewer installation, bicycle lane striping	Streets & Roads-Maintenance	2018	$1,400
Coalinga	FRE502127	Garfield Street Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, curb ramps, valley gutter, traffic striping and traffic signage	Streets & Roads-Maintenance	2022	$350
Coalinga	FRE502128	Lucille Avenue Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, curb ramps, class I multi-trail, traffic striping and traffic signage	Streets & Roads-Maintenance	2022	$300
Coalinga	FRE502129	Monterey Avenue Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, curb ramps, traffic striping and traffic signage	Streets & Roads-Maintenance	2024	$500
Coalinga	FRE502133	Polk Street Reconstruction Phase I	Pulverization of existing AC pavement, grading base material, ac pavement, traffic striping and traffic signage	Streets & Roads-Maintenance	2018	$380
Coalinga	FRE502132	Polk Street Reconstruction Phase II	Pulverization of existing AC pavement, grading base material, ac pavement, curb ramps, street lighting, traffic striping and traffic signage	Streets & Roads-Maintenance	2019	$600
Coalinga	FRE502134	Sacramento Street Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, curb ramps, sidewalks, traffic striping and traffic signage	Streets & Roads-Maintenance	2024	$500

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Coalinga	FRE502135	Sunset Street Reconstruction Phase I	Demolition of existing roadway, complete roadway reconstruction, construct ADA ramps, sidewalks, curb and gutter, driveways, street lights, traffic striping and traffic signage	Streets & Roads-Maintenance	2022	$750
Coalinga	FRE502136	Sunset Street Reconstruction Phase II	Demolition of existing roadway, complete roadway reconstruction, construct ADA ramps, sidewalks, curb and gutter, driveways, street lights, traffic striping and traffic signage	Streets & Roads-Maintenance	2024	$730
Coalinga	FRE502137	Sunset Street Reconstruction Phase III	Demolition of existing roadway, complete roadway reconstruction, construct ADA ramps, sidewalks, curb and gutter, driveways, street lights, traffic striping and traffic signage	Streets & Roads-Maintenance	2026	$1,000
Coalinga	FRE502130	Valley Gutter Replacement Project	Demolition of existing valley gutters and construction of new valley gutters including minor pavement transition areas	Streets & Roads-Maintenance	2019	$300
Coalinga	FRE502138	Van Ness Avenue Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, installation of curb ramps, valley gutters, curb and gutter, driveways, traffic striping and traffic signage	Streets & Roads-Maintenance	2019	$560
Coalinga	FRE502139	Washington Avenue Reconstruction	Pulverization of existing AC pavement, grading base material, ac pavement, installation of curb ramps, valley gutters, curb and gutter, driveways, traffic striping and traffic signage	Streets & Roads-Maintenance	2019	$630
Firebaugh	FRE502141	13th Street Bride Repair	In Firebaugh, on 13th Street between P Street and River Drive, repairs to the existing bridge include pavement repairs to both bridge approaches, railing repairs, and bridge deck crack repairs.	Streets & Roads-Maintenance	2031	$560
Firebaugh	FRE500798	Railroad Crossing Reconstruction - 12th St, N Street to M Street	In Firebaugh, on 12th Street between "N" Street and "M" Street, reconstruct railroad crossing.	Streets & Roads-Maintenance	2021	$500
Firebaugh	FRE502140	Street Rehabilitation - 10th Street, J Street to Dead End	In Firebaugh, on 10th Street between J Street and the dead end, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2030	$570
Firebaugh	FRE502142	Street Rehabilitation - 14th Street, Highway 33 to P Street	In Firebaugh, on 14th Street between Highway 33 and P Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2029	$500
Firebaugh	FRE502143	Street Rehabilitation - 7th Street, P Street to Alley; Alley, 7th Street to 8th Street	In Firebaugh, on 7th Street between P Street and the Alley and on the alley between 7th Street and 8th Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2029	$120
Firebaugh	FRE502144	Street Rehabilitation - 8th Street, P Street to City Yard	In Firebaugh, on 8th Street between P Street and the City Yard, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2028	$500
Firebaugh	FRE502145	Street Rehabilitation - Cardella Street	In Firebaugh, on Cardella Street between Morris Kyle Drive and Landucci Drive and between River Lane and Rebecchi Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2020	$2,000
Firebaugh	FRE502146	Street Rehabilitation - Cline Street, Thomas Conboy Avenue to Zozaya Street	In Firebaugh, on Cline Street between Thomas Conboy Avenue and Zozaya Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2029	$495
Firebaugh	FRE502147	Street Rehabilitation - Clyde Fannon Road, Highway 33 to Diaz Street	In Firebaugh, on Clyde Fannon Road between Highway 33 and Diaz Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2030	$3,500
Firebaugh	FRE502148	Street Rehabilitation - Dodderer Street, Clyde Fannon Road to Zozaya Street	In Firebaugh, on Dodderer Street between Clyde Fannon Road and Zozaya Street, rehabilitate roadway including pavaement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2029	$280

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Firebaugh	FRE502149	Street Rehabilitation - Enrico Avenue, Cardella Street to Cardella Street	In Firebaugh, on Enrico Avenue between Cardella Street and Cardella Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2022	$300
Firebaugh	FRE502150	Street Rehabilitation - Father Craig Street, Borbon Street, and Guerra Street	In Firebaugh, on Father Craig Street, Borbon Street, and Guerra Street, between Zozaya Street and Zozaya Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2028	$450
Firebaugh	FRE502151	Street Rehabilitation - J Street, Nees Avenue to 10th Street	In Firebaugh, on J Street between Nees Avenue and 10th Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2028	$750
Firebaugh	FRE502152	Street Rehabilitation - Landucci Drive, Saipan Avenue to Morris Kyle Drive	In Firebaugh, on Landucci Drive between Saipan Avenue and Morris Kyle Drive, rehabilitate roadway including pavaement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2029	$450
Firebaugh	FRE502153	Street Rehabilitation - M Street, 10th Street to 15th Street	In Firebaugh, on M Street between 10th Street and 15th Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2022	$2,000
Firebaugh	FRE502154	Street Rehabilitation - Nees Avenue (12th Street), Highway 33 to Washoe Avenue	In Firebaugh, on 8th Street between P Street and the City Yard, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2022	$665
Firebaugh	FRE502155	Street Rehabilitation - O Street, 8th Street to 13th Street	In Firebaugh, on O Street between 8th Street and 13th Street, rehabilitate roadway including pavaement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2027	$900
Firebaugh	FRE502156	Street Rehabilitation - Q Street, 9th Street to 11th Street	In Firebaugh, on Q Street between 9th Street and 11th Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2025	$700
Firebaugh	FRE502157	Street Rehabilitation - Rabe Street, Clyde Fannon Road to Zozaya Street	In Firebaugh, on Rabe Street between Clyde Fannon Road and Zozaya Street, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2019	$550
Firebaugh	FRE502158	Street Rehabilitation - Zozaya Street, R Street to Reverend Kantor Drive	In Firebaugh, on 8th Street between P Street and the City Yard, rehabilitate roadway including pavement, sidewalk, curb and gutter.	Streets & Roads-Maintenance	2026	$1,000
Fowler	FRE502160	Adams Ave Reconstruction	Reconstruct Adams Avenue	Streets & Roads-Maintenance	2022	$675
Fowler	FRE502159	Adams Ave Reconstruction	Reconstruct Adams Avenue	Streets & Roads-Maintenance	2020	$725
Fowler	FRE502161	Manning Avenue	Reconstruct Pavement	Streets & Roads-Maintenance	2025	$650
Fowler	FRE502162	Merced Street Overlay	Overlay Pavement	Streets & Roads-Maintenance	2020	$185
Fresno	FRE503309	Alluvial - Marks to West: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$552
Fresno	FRE503310	Alluvial -Spaulding to SierraVista: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$742
Fresno	FRE503311	Armstrong - King Canyon to Lowe: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$141
Fresno	FRE503312	Ashlan - Blackstone to Maroa (1/8 county): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$269
Fresno	FRE503313	Ashlan - Cedar to SR 168: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$452
Fresno	FRE503314	Ashlan - SR 168 to Chestnut: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$765
Fresno	FRE503315	Barstow - Marks to West (1/2 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$422
Fresno	FRE503316	Blackstone #3ln - Dakota to Ashlan: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$560
Fresno	FRE503317	Blythe - Clinton to County (S of Shields): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$315
Fresno	FRE503318	Bullard - Chestnut to Cedar: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$827
Fresno	FRE503319	Bullard - Dante to Carnegie: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$344
Fresno	FRE503320	Butler - N St to Cedar: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$649

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Fresno	FRE503321	Cecelia -Bullard to Escalon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$275
Fresno	FRE503322	Cedar - Herndon to Nees: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$1,412
Fresno	FRE503326	Cedar - Kings Canyon to California: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,332
Fresno	FRE503325	Cedar - McKinley to Tulare: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,475
Fresno	FRE503324	Cedar - Nees to Shepherd: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,105
Fresno	FRE503323	Cedar - Shaw to Bullard: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$805
Fresno	FRE500153	Cedar-Jensen to UPRR (California): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$725
Fresno	FRE503327	Cherry Ave - Church to Annadale: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$724
Fresno	FRE503330	Chestnut - Belmont to McKenzie: Recon/Overlay	Recon/Overlay	Streets & Roads-Maintenance	2025	$234
Fresno	FRE503331	Chestnut - Bullard to Herndon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$865
Fresno	FRE503329	Chestnut - McKinley to Clinton: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$434
Fresno	FRE503332	Chestnut - Shaw to Bullard: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$660
Fresno	FRE503328	Chestnut - Tulare to SJVRR (Dwight): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$1,308
Fresno	FRE503333	Church - Chestnut to Adler: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$187
Fresno	FRE503334	Church - Elm to Orange (1/6 Co): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$812
Fresno	FRE503335	Church - Orange to Chestnut: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$856
Fresno	FRE503338	Clinton - Blythe to Cornelia: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$252
Fresno	FRE503339	Clinton - Brawley to Blythe: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$376
Fresno	FRE503337	Clinton - Maroa to Thesta: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$281
Fresno	FRE503336	Clinton - SR 99 to West: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$457
Fresno	FRE503340	Clovis -Belmont to County Line (Montic): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$1,210
Fresno	FRE503342	Cornelia - Ashlan to Dakota: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$324
Fresno	FRE503341	Cornelia - Clinton to University (1/3 Co): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$134
Fresno	FRE503343	Dakota - Maroa to Blackstone: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$207
Fresno	FRE503345	Dakota - Polk to Cornelia: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$333
Fresno	FRE503344	Dakota -Weber to Hughes: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$642
Fresno	FRE500319	Downtown Fresno: Landscaping/Irrigation	Landscaping/Irrigation	Streets & Roads-Maintenance	2018	$700
Fresno	FRE503346	E Street - Fresno to El Dorado: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$332
Fresno	FRE503347	East - North to Jensen: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,230
Fresno	FRE503348	Elm - North to Church (10% county): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$1,326
Fresno	FRE503349	Emerson - Marks to West: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$2,387
Fresno	FRE503350	Figarden - Brawley to Gates: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$1,000
Fresno	FRE503351	First - Magill to Alluvial: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$698
Fresno	FRE503352	First - Shaw to Barstow: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$400
Fresno	FRE503353	Fresno - F Street to Kearney: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$357
Fresno	FRE503355	Fresno - Illinois to Olive: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$472

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Fresno	FRE503354	Fresno - Normal to Shields: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$459
Fresno	FRE503357	Fresno - Shields to Gettysburg: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$1,045
Fresno	FRE503356	Fresno - Sierra to Herndon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$526
Fresno	FRE503358	Fruit - Ashlan to Shaw (1/2 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$484
Fresno	FRE503359	Fruit - McKinley to Cambridge: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$146
Fresno	FRE503360	Fruit - Sierra to Pinedale: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$683
Fresno	FRE503361	Fulton - Divisidero to Elizabeth: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$338
Fresno	FRE503362	Huntington - First to Cedar: Recon/Overlay	Recon/Overlay	Streets & Roads-Maintenance	2025	$577
Fresno	FRE503363	Ingram - Herndon to Nees: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$607
Fresno	FRE503364	International - Jackson to Chestnut: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$290
Fresno	FRE503365	Jensen - MLK Boulevard to West (50% county): Recon/AC Overlay	Recon/Overlay	Streets & Roads-Maintenance	2022	$1,232
Fresno	FRE503370	Maple - Jensen to Church: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$310
Fresno	FRE503368	Maple - McKinley to Clinton (1/3 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$284
Fresno	FRE503371	Maple - Shields to Dakota: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$298
Fresno	FRE503366	Maple - Tulare to Turner: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$362
Fresno	FRE503367	Maple - University to Shields (50% county): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$991
Fresno	FRE503369	Maple -Teague to Perrin: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$559
Fresno	FRE503374	Marks - Ashlan to Emerson: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$368
Fresno	FRE503373	Marks - Barstow to San Jose (1/2 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$227
Fresno	FRE503372	Marks - Clinton to McKinley (40% county): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$216
Fresno	FRE503375	Maroa - Sierra to Herndon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$310
Fresno	FRE503376	Marty - Shaw to Valentine: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$442
Fresno	FRE503378	McKinley - Blackstone to First: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$673
Fresno	FRE503379	McKinley - Chestnut to Clovis: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$1,542
Fresno	FRE503377	McKinley - Palm to Wishon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$296
Fresno	FRE503380	Millbrook - Alluvial to Shepherd: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$656
Fresno	FRE503381	Millbrook - Shields to Gettysburg: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$1,226
Fresno	FRE503383	MLK - Jensen to Church (Eugenia): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$469
Fresno	FRE503382	MLK - North to Jensen: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$539
Fresno	FRE503384	Nees - Fresno to Millbrook: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$983
Fresno	FRE503386	Olive - Broadway to Palm: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$238
Fresno	FRE503387	Olive - Fresno to Cedar: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$1,115
Fresno	FRE503388	Olive - Minnewawa to Helm (1/4 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$614
Fresno	FRE503385	Olive - Willow to Recreation: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$404
Fresno	FRE503389	Olive -Fruit to Thorne: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$142
Fresno	FRE503390	Palm - Dakota to Clinton: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$632

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Fresno	FRE503391	Palo Alto - Polk to Cornelia: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$465
Fresno	FRE503392	Parkway - Cedar to Orange	Recon/Overlay	Streets & Roads-Maintenance	2022	$3,748
Fresno	FRE503393	Perrin - Shepherd to Maple: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,290
Fresno	FRE503395	Polk - Bullard to Herndon: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$815
Fresno	FRE503394	Polk - Shaw to Rialto: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$146
Fresno	FRE503396	San Jose - Valentine to Gates: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$815
Fresno	FRE503397	San Pablo - Belmont to Olive: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2023	$279
Fresno	FRE503398	Shaw - BNSF X-ing to Palm: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,349
Fresno	FRE503399	Shaw - Bryan to Lola (W of Polk): Recon/Overlay	Recon/Overlay	Streets & Roads-Maintenance	2022	$350
Fresno	FRE503006	Shaw - Glenn to SR168: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2020	$3,980
Fresno	FRE503008	Shepherd - Friant to Cedar: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$1,149
Fresno	FRE503007	Shepherd - Maple to Chestnut: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$444
Fresno	FRE503010	Shields - Chestnut to Millbrook (1/6 county): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,221
Fresno	FRE503009	Shields - Palm to Fruit: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$393
Fresno	FRE503011	Sierra - Blackstone to Fruit (1/6 County): AC Overlay (Part Streets Proj)	AC Overlay	Streets & Roads-Maintenance	2019	$854
Fresno	FRE503012	Sierra - Figarden to Briarwood: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$603
Fresno	FRE503013	Sierra&Dante; Gregory to Genoa: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$524
Fresno	FRE503014	Spruce - Herndon to Hayes: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$586
Fresno	FRE503015	Teague - Cedar to Chestnut: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$622
Fresno	FRE503016	Teilman - Whitesbridge to Neilsen: Recon/Overlay	Recon/Overlay	Streets & Roads-Maintenance	2019	$338
Fresno	FRE503018	Tulare - Ceasar to Clovis (County 1/2): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2019	$435
Fresno	FRE503019	Tulare - First to Maple: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$914
Fresno	FRE503020	Tulare - Maple to Peach (1/8 County): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2022	$1,046
Fresno	FRE503017	Tulare - Van Ness to R Street: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$316
Fresno	FRE503021	Van Ness - Herndon to Bluff: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2025	$369
Fresno	FRE503022	Ventura - Cedar to Sixth (#2 LANE): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$396
Fresno	FRE503023	Weber - Olive to Brooks: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2021	$234
Fresno	FRE503024	West - Clinton to Dakota: AC Overlay	AC Overlay	Streets & Roads-Maintenance	2024	$696
Fresno	FRE503025	Willow - Lane to Filmore (S of Tulare): AC Overlay	AC Overlay	Streets & Roads-Maintenance	2018	$310
Fresno County	FRE502163	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2025	$44
Fresno County	FRE502171	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2032	$117
Fresno County	FRE502168	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2028	$169
Fresno County	FRE502169	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2028	$173
Fresno County	FRE502170	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2028	$266
Fresno County	FRE502166	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2028	$279
Fresno County	FRE502165	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2026	$337

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Fresno County	FRE502167	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2028	$364
Fresno County	FRE502172	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2032	$392
Fresno County	FRE502164	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2026	$422
Fresno County	FRE502173	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2032	$757
Fresno County	FRE502174	ACADEMY	AC Overlay	Streets & Roads-Maintenance	2032	$830
Fresno County	FRE502176	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2027	$52
Fresno County	FRE502179	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$66
Fresno County	FRE502187	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$73
Fresno County	FRE502185	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$82
Fresno County	FRE502181	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$91
Fresno County	FRE502175	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2026	$93
Fresno County	FRE502180	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$106
Fresno County	FRE502186	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$116
Fresno County	FRE501945	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2032	$138
Fresno County	FRE502189	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$169
Fresno County	FRE502177	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$206
Fresno County	FRE502183	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$216
Fresno County	FRE502178	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$234
Fresno County	FRE502184	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$265
Fresno County	FRE502182	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$275
Fresno County	FRE502188	ACADEMY N/B	AC Overlay	Streets & Roads-Maintenance	2028	$310
Fresno County	FRE501951	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$53
Fresno County	FRE501950	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$66
Fresno County	FRE501958	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$73
Fresno County	FRE501957	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$82
Fresno County	FRE501952	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$91
Fresno County	FRE501946	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2026	$93
Fresno County	FRE501953	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$106
Fresno County	FRE501959	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$116
Fresno County	FRE501961	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2032	$138
Fresno County	FRE501960	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$169
Fresno County	FRE501954	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$206
Fresno County	FRE501947	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$216
Fresno County	FRE501955	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$234
Fresno County	FRE501956	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$265
Fresno County	FRE501948	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$275

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE501949	ACADEMY S/B	AC Overlay	Streets & Roads-Maintenance	2028	$310
Fresno County	FRE501964	ADAMS	AC Overlay	Streets & Roads-Maintenance	2032	$36
Fresno County	FRE501973	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$72
Fresno County	FRE501972	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$118
Fresno County	FRE501970	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$130
Fresno County	FRE501971	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$131
Fresno County	FRE501969	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$132
Fresno County	FRE501967	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$133
Fresno County	FRE501962	ADAMS	AC Overlay	Streets & Roads-Maintenance	2028	$240
Fresno County	FRE501963	ADAMS	AC Overlay	Streets & Roads-Maintenance	2028	$241
Fresno County	FRE501965	ADAMS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE501966	ADAMS	AC Overlay	Streets & Roads-Maintenance	2032	$260
Fresno County	FRE501976	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$262
Fresno County	FRE501968	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$264
Fresno County	FRE501975	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$267
Fresno County	FRE501974	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$269
Fresno County	FRE501977	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$452
Fresno County	FRE501978	ADAMS	AC Overlay	Streets & Roads-Maintenance	2033	$531
Fresno County	FRE501979	ALTA	AC Overlay	Streets & Roads-Maintenance	2020	$219
Fresno County	FRE501980	ALTA	AC Overlay	Streets & Roads-Maintenance	2020	$221
Fresno County	FRE501981	ALTA	AC Overlay	Streets & Roads-Maintenance	2028	$359
Fresno County	FRE501982	ALTA	AC Overlay	Streets & Roads-Maintenance	2028	$359
Fresno County	FRE501984	ALTHEA	AC Overlay	Streets & Roads-Maintenance	2039	$207
Fresno County	FRE501983	ALTHEA	AC Overlay	Streets & Roads-Maintenance	2039	$597
Fresno County	FRE501985	ALTHEA	AC Overlay	Streets & Roads-Maintenance	2039	$622
Fresno County	FRE501992	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$20
Fresno County	FRE501990	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$30
Fresno County	FRE502244	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$41
Fresno County	FRE502243	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$58
Fresno County	FRE501986	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$70
Fresno County	FRE501988	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$97
Fresno County	FRE501991	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$113
Fresno County	FRE502256	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$207
Fresno County	FRE501989	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$242
Fresno County	FRE501993	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$243
Fresno County	FRE501987	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$245

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE501997	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$258
Fresno County	FRE502248	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$263
Fresno County	FRE502252	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$263
Fresno County	FRE502245	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$264
Fresno County	FRE502249	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$264
Fresno County	FRE502254	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$264
Fresno County	FRE502257	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$264
Fresno County	FRE501995	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$265
Fresno County	FRE502247	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$265
Fresno County	FRE502250	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$265
Fresno County	FRE502251	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$265
Fresno County	FRE501996	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$266
Fresno County	FRE501998	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$266
Fresno County	FRE502246	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$266
Fresno County	FRE502253	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$268
Fresno County	FRE502264	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$286
Fresno County	FRE502262	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$298
Fresno County	FRE502265	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$298
Fresno County	FRE502266	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$298
Fresno County	FRE502263	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$300
Fresno County	FRE502267	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2039	$301
Fresno County	FRE501994	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2029	$431
Fresno County	FRE501999	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$522
Fresno County	FRE502260	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$532
Fresno County	FRE502258	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$535
Fresno County	FRE502255	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$536
Fresno County	FRE502259	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$797
Fresno County	FRE502261	AMERICAN	AC Overlay	Streets & Roads-Maintenance	2033	$799
Fresno County	FRE502268	ANCHOR	AC Overlay	Streets & Roads-Maintenance	2033	$16
Fresno County	FRE502269	ANCHOR	AC Overlay	Streets & Roads-Maintenance	2033	$54
Fresno County	FRE502270	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$16
Fresno County	FRE502276	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$34
Fresno County	FRE502271	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$57
Fresno County	FRE502274	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$107
Fresno County	FRE502277	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$141
Fresno County	FRE502273	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$189

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502275	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$255
Fresno County	FRE502278	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$257
Fresno County	FRE502272	ANNADALE	AC Overlay	Streets & Roads-Maintenance	2021	$427
Fresno County	FRE502284	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$41
Fresno County	FRE502283	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$55
Fresno County	FRE502282	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$56
Fresno County	FRE502285	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$56
Fresno County	FRE502286	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$56
Fresno County	FRE502287	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2029	$61
Fresno County	FRE502281	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$70
Fresno County	FRE502279	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$81
Fresno County	FRE502280	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2024	$82
Fresno County	FRE502288	ASHLAN	AC Overlay	Streets & Roads-Maintenance	2029	$90
Fresno County	FRE502298	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2029	$72
Fresno County	FRE502289	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$99
Fresno County	FRE502292	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$156
Fresno County	FRE502297	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2029	$156
Fresno County	FRE502291	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$164
Fresno County	FRE502293	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$233
Fresno County	FRE502296	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$238
Fresno County	FRE502299	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2029	$309
Fresno County	FRE502294	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$330
Fresno County	FRE502295	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$465
Fresno County	FRE502290	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2021	$598
Fresno County	FRE502300	AUBERRY RD	AC Overlay	Streets & Roads-Maintenance	2029	$857
Fresno County	FRE502303	BARSTOW	AC Overlay	Streets & Roads-Maintenance	2025	$72
Fresno County	FRE502302	BARSTOW	AC Overlay	Streets & Roads-Maintenance	2024	$82
Fresno County	FRE502301	BARSTOW	AC Overlay	Streets & Roads-Maintenance	2024	$83
Fresno County	FRE502304	BARSTOW	AC Overlay	Streets & Roads-Maintenance	2026	$83
Fresno County	FRE502305	BARSTOW	AC Overlay	Streets & Roads-Maintenance	2026	$185
Fresno County	FRE502330	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$54
Fresno County	FRE502321	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$59
Fresno County	FRE502328	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$69
Fresno County	FRE502331	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$92
Fresno County	FRE502311	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$113
Fresno County	FRE502312	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$114

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502313	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$114
Fresno County	FRE502314	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$114
Fresno County	FRE502316	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$148
Fresno County	FRE502324	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$182
Fresno County	FRE502318	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$200
Fresno County	FRE502310	BELMONT	AC Overlay	Streets & Roads-Maintenance	2023	$310
Fresno County	FRE502309	BELMONT	AC Overlay	Streets & Roads-Maintenance	2023	$312
Fresno County	FRE502306	BELMONT	AC Overlay	Streets & Roads-Maintenance	2023	$314
Fresno County	FRE502308	BELMONT	AC Overlay	Streets & Roads-Maintenance	2023	$314
Fresno County	FRE502315	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$347
Fresno County	FRE502317	BELMONT	AC Overlay	Streets & Roads-Maintenance	2027	$356
Fresno County	FRE502323	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$367
Fresno County	FRE502327	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$367
Fresno County	FRE502325	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$368
Fresno County	FRE502320	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$370
Fresno County	FRE502322	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$370
Fresno County	FRE502332	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$408
Fresno County	FRE502319	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$428
Fresno County	FRE502329	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$530
Fresno County	FRE502334	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$530
Fresno County	FRE502326	BELMONT	AC Overlay	Streets & Roads-Maintenance	2029	$554
Fresno County	FRE502307	BELMONT	AC Overlay	Streets & Roads-Maintenance	2023	$623
Fresno County	FRE502333	BELMONT	AC Overlay	Streets & Roads-Maintenance	2033	$1,010
Fresno County	FRE502335	BELMONT E/B	AC Overlay	Streets & Roads-Maintenance	2029	$24
Fresno County	FRE502336	BELMONT E/B	AC Overlay	Streets & Roads-Maintenance	2029	$44
Fresno County	FRE502337	BELMONT E/B	AC Overlay	Streets & Roads-Maintenance	2029	$62
Fresno County	FRE502342	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$89
Fresno County	FRE502339	BETHEL	AC Overlay	Streets & Roads-Maintenance	2022	$95
Fresno County	FRE502348	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$136
Fresno County	FRE502340	BETHEL	AC Overlay	Streets & Roads-Maintenance	2022	$230
Fresno County	FRE502349	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$270
Fresno County	FRE502350	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$270
Fresno County	FRE502343	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$271
Fresno County	FRE502345	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$271
Fresno County	FRE502346	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$271
Fresno County	FRE502351	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$271

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502354	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$272
Fresno County	FRE502352	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$275
Fresno County	FRE502341	BETHEL	AC Overlay	Streets & Roads-Maintenance	2022	$306
Fresno County	FRE502338	BETHEL	AC Overlay	Streets & Roads-Maintenance	2022	$307
Fresno County	FRE502344	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$405
Fresno County	FRE502347	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$541
Fresno County	FRE502355	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$542
Fresno County	FRE502353	BETHEL	AC Overlay	Streets & Roads-Maintenance	2034	$543
Fresno County	FRE502356	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2027	$52
Fresno County	FRE502357	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2029	$88
Fresno County	FRE502358	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2034	$100
Fresno County	FRE502359	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2034	$203
Fresno County	FRE502361	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2034	$205
Fresno County	FRE502360	BLYTHE	AC Overlay	Streets & Roads-Maintenance	2034	$271
Fresno County	FRE502362	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$27
Fresno County	FRE502363	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$27
Fresno County	FRE502366	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$27
Fresno County	FRE502365	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$28
Fresno County	FRE502368	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$35
Fresno County	FRE502371	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$50
Fresno County	FRE502372	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$51
Fresno County	FRE502380	BULLARD	AC Overlay	Streets & Roads-Maintenance	2029	$52
Fresno County	FRE502373	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$54
Fresno County	FRE502364	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$56
Fresno County	FRE502381	BULLARD	AC Overlay	Streets & Roads-Maintenance	2029	$56
Fresno County	FRE502382	BULLARD	AC Overlay	Streets & Roads-Maintenance	2034	$59
Fresno County	FRE502369	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$68
Fresno County	FRE502378	BULLARD	AC Overlay	Streets & Roads-Maintenance	2029	$73
Fresno County	FRE502367	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$76
Fresno County	FRE502370	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$79
Fresno County	FRE502377	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$124
Fresno County	FRE502375	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$138
Fresno County	FRE502379	BULLARD	AC Overlay	Streets & Roads-Maintenance	2029	$158
Fresno County	FRE502376	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$160
Fresno County	FRE502374	BULLARD	AC Overlay	Streets & Roads-Maintenance	2024	$192
Fresno County	FRE502383	BULLARD	AC Overlay	Streets & Roads-Maintenance	2034	$208

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502384	BULLARD	AC Overlay	Streets & Roads-Maintenance	2034	$209
Fresno County	FRE502385	BULLARD	AC Overlay	Streets & Roads-Maintenance	2040	$607
Fresno County	FRE502386	BULLARD	AC Overlay	Streets & Roads-Maintenance	2040	$1,216
Fresno County	FRE502389	BUTTONWILLOW	AC Overlay	Streets & Roads-Maintenance	2020	$73
Fresno County	FRE502388	BUTTONWILLOW	AC Overlay	Streets & Roads-Maintenance	2020	$74
Fresno County	FRE502387	BUTTONWILLOW	AC Overlay	Streets & Roads-Maintenance	2020	$151
Fresno County	FRE502390	CALAVERAS	AC Overlay	Streets & Roads-Maintenance	2040	$79
Fresno County	FRE502392	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2029	$125
Fresno County	FRE502391	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2029	$184
Fresno County	FRE502395	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$348
Fresno County	FRE502393	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$403
Fresno County	FRE502396	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$542
Fresno County	FRE502397	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$543
Fresno County	FRE502394	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$544
Fresno County	FRE502398	CALIFORNIA	AC Overlay	Streets & Roads-Maintenance	2034	$544
Fresno County	FRE502399	CALIFORNIA-LYON CONN	AC Overlay	Streets & Roads-Maintenance	2034	$232
Fresno County	FRE502402	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$50
Fresno County	FRE502405	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$50
Fresno County	FRE502403	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$51
Fresno County	FRE502401	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$52
Fresno County	FRE502400	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$53
Fresno County	FRE502404	CEDAR	AC Overlay	Streets & Roads-Maintenance	2024	$55
Fresno County	FRE502412	CEDAR	AC Overlay	Streets & Roads-Maintenance	2027	$62
Fresno County	FRE502408	CEDAR	AC Overlay	Streets & Roads-Maintenance	2025	$63
Fresno County	FRE502414	CEDAR	AC Overlay	Streets & Roads-Maintenance	2040	$69
Fresno County	FRE502407	CEDAR	AC Overlay	Streets & Roads-Maintenance	2025	$95
Fresno County	FRE502409	CEDAR	AC Overlay	Streets & Roads-Maintenance	2026	$100
Fresno County	FRE502410	CEDAR	AC Overlay	Streets & Roads-Maintenance	2026	$103
Fresno County	FRE502413	CEDAR	AC Overlay	Streets & Roads-Maintenance	2027	$133
Fresno County	FRE502415	CEDAR	AC Overlay	Streets & Roads-Maintenance	2040	$190
Fresno County	FRE502406	CEDAR	AC Overlay	Streets & Roads-Maintenance	2025	$224
Fresno County	FRE502411	CEDAR	AC Overlay	Streets & Roads-Maintenance	2026	$230
Fresno County	FRE502424	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$149
Fresno County	FRE502419	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$150
Fresno County	FRE502416	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502418	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502420	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502421	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502422	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502423	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502417	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502425	CENTRAL	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502426	CHESTNUT	AC Overlay	Streets & Roads-Maintenance	2024	$71
Fresno County	FRE502427	CHESTNUT	AC Overlay	Streets & Roads-Maintenance	2027	$179
Fresno County	FRE502429	CHESTNUT N/B	AC Overlay	Streets & Roads-Maintenance	2029	$37
Fresno County	FRE502428	CHESTNUT N/B	AC Overlay	Streets & Roads-Maintenance	2027	$72
Fresno County	FRE502430	CHESTNUT N/B	AC Overlay	Streets & Roads-Maintenance	2029	$86
Fresno County	FRE502431	CHESTNUT S/B	AC Overlay	Streets & Roads-Maintenance	2026	$9
Fresno County	FRE502432	CHESTNUT S/B	AC Overlay	Streets & Roads-Maintenance	2026	$29
Fresno County	FRE502433	CHESTNUT S/B	AC Overlay	Streets & Roads-Maintenance	2027	$72
Fresno County	FRE502438	CHURCH	AC Overlay	Streets & Roads-Maintenance	2034	$61
Fresno County	FRE502435	CHURCH	AC Overlay	Streets & Roads-Maintenance	2029	$88
Fresno County	FRE502440	CHURCH	AC Overlay	Streets & Roads-Maintenance	2040	$152
Fresno County	FRE502434	CHURCH	AC Overlay	Streets & Roads-Maintenance	2027	$179
Fresno County	FRE502439	CHURCH	AC Overlay	Streets & Roads-Maintenance	2034	$207
Fresno County	FRE502436	CHURCH	AC Overlay	Streets & Roads-Maintenance	2034	$261
Fresno County	FRE502437	CHURCH	AC Overlay	Streets & Roads-Maintenance	2034	$270
Fresno County	FRE502453	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$27
Fresno County	FRE502447	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$40
Fresno County	FRE502446	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$45
Fresno County	FRE502456	CLINTON	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502448	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$69
Fresno County	FRE502454	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$73
Fresno County	FRE502452	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$109
Fresno County	FRE502443	CLINTON	AC Overlay	Streets & Roads-Maintenance	2024	$112
Fresno County	FRE502444	CLINTON	AC Overlay	Streets & Roads-Maintenance	2024	$112
Fresno County	FRE502450	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$114
Fresno County	FRE502441	CLINTON	AC Overlay	Streets & Roads-Maintenance	2024	$142
Fresno County	FRE502451	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$163
Fresno County	FRE502449	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$175
Fresno County	FRE502455	CLINTON	AC Overlay	Streets & Roads-Maintenance	2025	$178
Fresno County	FRE502445	CLINTON	AC Overlay	Streets & Roads-Maintenance	2024	$200

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502442	CLINTON	AC Overlay	Streets & Roads-Maintenance	2024	$224
Fresno County	FRE502466	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$22
Fresno County	FRE502465	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$40
Fresno County	FRE502467	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$47
Fresno County	FRE502471	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2025	$71
Fresno County	FRE502462	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$72
Fresno County	FRE502458	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$90
Fresno County	FRE502468	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$118
Fresno County	FRE502470	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$120
Fresno County	FRE502457	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$145
Fresno County	FRE502459	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$145
Fresno County	FRE502460	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$146
Fresno County	FRE502461	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$146
Fresno County	FRE502469	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2024	$178
Fresno County	FRE502463	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$292
Fresno County	FRE502464	CLOVIS N/B	AC Overlay	Streets & Roads-Maintenance	2019	$292
Fresno County	FRE502480	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2024	$40
Fresno County	FRE502481	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2024	$47
Fresno County	FRE502483	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2024	$50
Fresno County	FRE502473	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$72
Fresno County	FRE502482	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2024	$86
Fresno County	FRE502478	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$90
Fresno County	FRE502474	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$145
Fresno County	FRE502476	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$145
Fresno County	FRE502472	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$146
Fresno County	FRE502477	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$146
Fresno County	FRE502475	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$292
Fresno County	FRE502479	CLOVIS S/B	AC Overlay	Streets & Roads-Maintenance	2019	$292
Fresno County	FRE502484	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$87
Fresno County	FRE502485	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$122
Fresno County	FRE502498	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$144
Fresno County	FRE502499	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$154
Fresno County	FRE502488	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$179
Fresno County	FRE502496	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$188
Fresno County	FRE502487	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$202
Fresno County	FRE502501	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2034	$250

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502493	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$286
Fresno County	FRE502486	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$312
Fresno County	FRE502489	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$331
Fresno County	FRE502490	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$331
Fresno County	FRE502502	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2034	$344
Fresno County	FRE502500	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2034	$350
Fresno County	FRE502494	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$360
Fresno County	FRE502497	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$406
Fresno County	FRE502495	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2029	$550
Fresno County	FRE502492	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$618
Fresno County	FRE502491	COLORADO RD	AC Overlay	Streets & Roads-Maintenance	2019	$631
Fresno County	FRE502504	COPPER	AC Overlay	Streets & Roads-Maintenance	2027	$118
Fresno County	FRE502503	COPPER	AC Overlay	Streets & Roads-Maintenance	2027	$253
Fresno County	FRE502505	CORDWOOD	AC Overlay	Streets & Roads-Maintenance	2024	$87
Fresno County	FRE502507	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2034	$7
Fresno County	FRE502508	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2034	$262
Fresno County	FRE502509	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2034	$272
Fresno County	FRE502511	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2040	$304
Fresno County	FRE502510	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2040	$306
Fresno County	FRE502506	CORNELIA	AC Overlay	Streets & Roads-Maintenance	2029	$493
Fresno County	FRE502512	COVE	AC Overlay	Streets & Roads-Maintenance	2034	$541
Fresno County	FRE502515	CRAWFORD	AC Overlay	Streets & Roads-Maintenance	2029	$244
Fresno County	FRE502513	CRAWFORD	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502514	CRAWFORD	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502516	CRAWFORD	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502518	DE WOLF	AC Overlay	Streets & Roads-Maintenance	2034	$108
Fresno County	FRE502517	DE WOLF	AC Overlay	Streets & Roads-Maintenance	2034	$163
Fresno County	FRE502519	DE WOLF	AC Overlay	Streets & Roads-Maintenance	2040	$278
Fresno County	FRE502524	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$14
Fresno County	FRE502523	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$23
Fresno County	FRE502525	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$36
Fresno County	FRE502521	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$37
Fresno County	FRE502527	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$37
Fresno County	FRE502526	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$40
Fresno County	FRE502520	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$57
Fresno County	FRE502522	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2029	$58

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502529	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2040	$93
Fresno County	FRE502528	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2034	$184
Fresno County	FRE502530	DE WOODY	AC Overlay	Streets & Roads-Maintenance	2040	$220
Fresno County	FRE502531	DEL NORTE	AC Overlay	Streets & Roads-Maintenance	2034	$88
Fresno County	FRE502533	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$244
Fresno County	FRE502532	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502534	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502536	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$245
Fresno County	FRE502535	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$246
Fresno County	FRE502537	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$246
Fresno County	FRE502538	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$451
Fresno County	FRE502539	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2029	$489
Fresno County	FRE502540	DICKENSON	AC Overlay	Streets & Roads-Maintenance	2040	$612
Fresno County	FRE502544	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$18
Fresno County	FRE502541	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$19
Fresno County	FRE502547	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$27
Fresno County	FRE502542	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$62
Fresno County	FRE502545	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$64
Fresno County	FRE502546	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$65
Fresno County	FRE502543	DINUBA	AC Overlay	Streets & Roads-Maintenance	2022	$116
Fresno County	FRE502549	DOWER	AC Overlay	Streets & Roads-Maintenance	2040	$171
Fresno County	FRE502548	DOWER	AC Overlay	Streets & Roads-Maintenance	2040	$368
Fresno County	FRE502550	DOWER	AC Overlay	Streets & Roads-Maintenance	2040	$682
Fresno County	FRE502551	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$43
Fresno County	FRE502571	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$64
Fresno County	FRE502570	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$81
Fresno County	FRE502559	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$88
Fresno County	FRE502555	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$96
Fresno County	FRE502563	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$96
Fresno County	FRE502561	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$100
Fresno County	FRE502552	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$105
Fresno County	FRE502553	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$190
Fresno County	FRE502572	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$196
Fresno County	FRE502560	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$208
Fresno County	FRE502562	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$211
Fresno County	FRE502574	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$212

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502554	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$251
Fresno County	FRE502556	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2020	$303
Fresno County	FRE502565	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$318
Fresno County	FRE502567	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$318
Fresno County	FRE502566	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$321
Fresno County	FRE502577	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$340
Fresno County	FRE502573	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$341
Fresno County	FRE502578	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$377
Fresno County	FRE502576	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$378
Fresno County	FRE502564	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$509
Fresno County	FRE502569	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$511
Fresno County	FRE502557	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$550
Fresno County	FRE502568	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$551
Fresno County	FRE502575	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$551
Fresno County	FRE502558	ELKHORN	AC Overlay	Streets & Roads-Maintenance	2035	$820
Fresno County	FRE502579	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2035	$114
Fresno County	FRE502583	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2040	$423
Fresno County	FRE502581	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2040	$487
Fresno County	FRE502580	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2035	$551
Fresno County	FRE502582	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2040	$684
Fresno County	FRE502585	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2040	$725
Fresno County	FRE502584	FAIRFAX	AC Overlay	Streets & Roads-Maintenance	2040	$832
Fresno County	FRE502588	FANCHER	AC Overlay	Streets & Roads-Maintenance	2024	$18
Fresno County	FRE502586	FANCHER	AC Overlay	Streets & Roads-Maintenance	2024	$20
Fresno County	FRE502587	FANCHER	AC Overlay	Streets & Roads-Maintenance	2024	$20
Fresno County	FRE502589	FLINTRIDGE	AC Overlay	Streets & Roads-Maintenance	2024	$29
Fresno County	FRE502590	FLINTRIDGE	AC Overlay	Streets & Roads-Maintenance	2024	$35
Fresno County	FRE502591	FLINTRIDGE	AC Overlay	Streets & Roads-Maintenance	2024	$80
Fresno County	FRE502603	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$19
Fresno County	FRE502598	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$26
Fresno County	FRE502592	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$27
Fresno County	FRE502597	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$29
Fresno County	FRE502604	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$31
Fresno County	FRE502611	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$39
Fresno County	FRE502612	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$39
Fresno County	FRE502616	FOWLER	AC Overlay	Streets & Roads-Maintenance	2025	$41

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502609	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$43
Fresno County	FRE502608	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$48
Fresno County	FRE502605	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$49
Fresno County	FRE502607	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$49
Fresno County	FRE502606	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$50
Fresno County	FRE502593	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$57
Fresno County	FRE502595	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$60
Fresno County	FRE502594	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$67
Fresno County	FRE502617	FOWLER	AC Overlay	Streets & Roads-Maintenance	2025	$69
Fresno County	FRE502599	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$76
Fresno County	FRE502600	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$80
Fresno County	FRE502610	FOWLER	AC Overlay	Streets & Roads-Maintenance	2023	$104
Fresno County	FRE502615	FOWLER	AC Overlay	Streets & Roads-Maintenance	2024	$109
Fresno County	FRE502614	FOWLER	AC Overlay	Streets & Roads-Maintenance	2024	$114
Fresno County	FRE502618	FOWLER	AC Overlay	Streets & Roads-Maintenance	2027	$115
Fresno County	FRE502596	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$159
Fresno County	FRE502620	FOWLER	AC Overlay	Streets & Roads-Maintenance	2030	$185
Fresno County	FRE502619	FOWLER	AC Overlay	Streets & Roads-Maintenance	2027	$209
Fresno County	FRE502601	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$302
Fresno County	FRE502613	FOWLER	AC Overlay	Streets & Roads-Maintenance	2024	$336
Fresno County	FRE502602	FOWLER	AC Overlay	Streets & Roads-Maintenance	2020	$586
Fresno County	FRE502621	FOWLER N/B	AC Overlay	Streets & Roads-Maintenance	2035	$159
Fresno County	FRE502622	FRANKWOOD	AC Overlay	Streets & Roads-Maintenance	2030	$181
Fresno County	FRE502194	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2026	$46
Fresno County	FRE502192	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2025	$715
Fresno County	FRE502195	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2026	$812
Fresno County	FRE502190	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2025	$814
Fresno County	FRE502193	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2025	$859
Fresno County	FRE502196	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2026	$1,055
Fresno County	FRE502191	FRIANT RD	AC Overlay	Streets & Roads-Maintenance	2025	$1,072
Fresno County	FRE502197	FRONT	AC Overlay	Streets & Roads-Maintenance	2035	$127
Fresno County	FRE502222	FRUIT	AC Overlay	Streets & Roads-Maintenance	2030	$20
Fresno County	FRE502220	FRUIT	AC Overlay	Streets & Roads-Maintenance	2027	$21
Fresno County	FRE502203	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$26
Fresno County	FRE502207	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$28
Fresno County	FRE502204	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$32

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502201	FRUIT	AC Overlay	Streets & Roads-Maintenance	2025	$54
Fresno County	FRE502200	FRUIT	AC Overlay	Streets & Roads-Maintenance	2025	$55
Fresno County	FRE502219	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$55
Fresno County	FRE502223	FRUIT	AC Overlay	Streets & Roads-Maintenance	2030	$55
Fresno County	FRE502198	FRUIT	AC Overlay	Streets & Roads-Maintenance	2025	$56
Fresno County	FRE502202	FRUIT	AC Overlay	Streets & Roads-Maintenance	2025	$56
Fresno County	FRE502212	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$56
Fresno County	FRE502214	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$56
Fresno County	FRE502217	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$56
Fresno County	FRE502218	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$56
Fresno County	FRE502205	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$57
Fresno County	FRE502206	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502209	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502210	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502213	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502221	FRUIT	AC Overlay	Streets & Roads-Maintenance	2027	$58
Fresno County	FRE502199	FRUIT	AC Overlay	Streets & Roads-Maintenance	2025	$59
Fresno County	FRE502215	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$59
Fresno County	FRE502216	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$60
Fresno County	FRE502208	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$69
Fresno County	FRE502224	FRUIT	AC Overlay	Streets & Roads-Maintenance	2030	$169
Fresno County	FRE502211	FRUIT	AC Overlay	Streets & Roads-Maintenance	2026	$231
Fresno County	FRE502233	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$66
Fresno County	FRE502228	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$90
Fresno County	FRE502230	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$94
Fresno County	FRE502234	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$108
Fresno County	FRE502227	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$196
Fresno County	FRE502225	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$210
Fresno County	FRE502231	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$240
Fresno County	FRE502235	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$361
Fresno County	FRE502229	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$413
Fresno County	FRE502236	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$447
Fresno County	FRE502238	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$510
Fresno County	FRE502226	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$517
Fresno County	FRE502237	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$538
Fresno County	FRE502239	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2035	$551

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502232	GOLDEN STATE N/B	AC Overlay	Streets & Roads-Maintenance	2030	$554
Fresno County	FRE502625	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$60
Fresno County	FRE502242	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$90
Fresno County	FRE502626	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$97
Fresno County	FRE502240	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2027	$132
Fresno County	FRE502623	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$134
Fresno County	FRE502241	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2027	$236
Fresno County	FRE502627	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$240
Fresno County	FRE502630	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$404
Fresno County	FRE502629	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$413
Fresno County	FRE502624	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$462
Fresno County	FRE502631	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$492
Fresno County	FRE502628	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$499
Fresno County	FRE502633	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2035	$538
Fresno County	FRE502632	GOLDEN STATE S/B	AC Overlay	Streets & Roads-Maintenance	2030	$554
Fresno County	FRE502634	GRAND VIEW	AC Overlay	Streets & Roads-Maintenance	2024	$47
Fresno County	FRE502642	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$68
Fresno County	FRE502640	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$69
Fresno County	FRE502641	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$70
Fresno County	FRE502635	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2026	$71
Fresno County	FRE502636	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2027	$165
Fresno County	FRE502638	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2030	$187
Fresno County	FRE502643	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$206
Fresno County	FRE502637	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2030	$208
Fresno County	FRE502644	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$208
Fresno County	FRE502645	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$275
Fresno County	FRE502639	GRANTLAND	AC Overlay	Streets & Roads-Maintenance	2035	$552
Fresno County	FRE502646	HARLAN	AC Overlay	Streets & Roads-Maintenance	2035	$799
Fresno County	FRE502647	HARLAN	AC Overlay	Streets & Roads-Maintenance	2035	$905
Fresno County	FRE502649	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$34
Fresno County	FRE502648	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$37
Fresno County	FRE502650	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$39
Fresno County	FRE502656	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$55
Fresno County	FRE502651	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$91
Fresno County	FRE502652	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$113
Fresno County	FRE502654	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$181

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502653	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$203
Fresno County	FRE502655	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$294
Fresno County	FRE502658	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$294
Fresno County	FRE502657	HERNDON	AC Overlay	Streets & Roads-Maintenance	2020	$296
Fresno County	FRE502659	HILLS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2030	$249
Fresno County	FRE502662	HILLS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2030	$249
Fresno County	FRE502663	HILLS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2030	$249
Fresno County	FRE502660	HILLS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502661	HILLS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2030	$499
Fresno County	FRE502664	HUGHES	AC Overlay	Streets & Roads-Maintenance	2030	$125
Fresno County	FRE502672	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$46
Fresno County	FRE502671	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$49
Fresno County	FRE502665	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$50
Fresno County	FRE502668	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$51
Fresno County	FRE502669	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$51
Fresno County	FRE502670	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$51
Fresno County	FRE502674	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$65
Fresno County	FRE502738	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$82
Fresno County	FRE502666	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$100
Fresno County	FRE502673	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$108
Fresno County	FRE502737	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$108
Fresno County	FRE502735	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$140
Fresno County	FRE502675	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$232
Fresno County	FRE502676	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$234
Fresno County	FRE502739	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$247
Fresno County	FRE502730	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$315
Fresno County	FRE502667	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$323
Fresno County	FRE502736	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$340
Fresno County	FRE502729	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$401
Fresno County	FRE502733	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$477
Fresno County	FRE502740	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2041	$562
Fresno County	FRE502731	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$855
Fresno County	FRE502734	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$1,404
Fresno County	FRE502732	JAMES RD	AC Overlay	Streets & Roads-Maintenance	2036	$1,423
Fresno County	FRE502743	JAMESON	AC Overlay	Streets & Roads-Maintenance	2041	$625
Fresno County	FRE502742	JAMESON	AC Overlay	Streets & Roads-Maintenance	2041	$626

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502741	JAMESON	AC Overlay	Streets & Roads-Maintenance	2041	$1,207
Fresno County	FRE502744	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$30
Fresno County	FRE502746	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$45
Fresno County	FRE502745	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$225
Fresno County	FRE502753	JAYNE	AC Overlay	Streets & Roads-Maintenance	2036	$422
Fresno County	FRE502752	JAYNE	AC Overlay	Streets & Roads-Maintenance	2036	$450
Fresno County	FRE502747	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$498
Fresno County	FRE502748	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$499
Fresno County	FRE502751	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$499
Fresno County	FRE502749	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$500
Fresno County	FRE502750	JAYNE	AC Overlay	Streets & Roads-Maintenance	2030	$753
Fresno County	FRE502754	JEFFERSON	AC Overlay	Streets & Roads-Maintenance	2036	$130
Fresno County	FRE502755	JEFFERSON	AC Overlay	Streets & Roads-Maintenance	2036	$379
Fresno County	FRE502756	JEFFERSON	AC Overlay	Streets & Roads-Maintenance	2036	$580
Fresno County	FRE502760	JENSEN	AC Overlay	Streets & Roads-Maintenance	2024	$47
Fresno County	FRE502762	JENSEN	AC Overlay	Streets & Roads-Maintenance	2024	$48
Fresno County	FRE502763	JENSEN	AC Overlay	Streets & Roads-Maintenance	2024	$48
Fresno County	FRE502761	JENSEN	AC Overlay	Streets & Roads-Maintenance	2024	$67
Fresno County	FRE502767	JENSEN	AC Overlay	Streets & Roads-Maintenance	2027	$79
Fresno County	FRE502757	JENSEN	AC Overlay	Streets & Roads-Maintenance	2020	$189
Fresno County	FRE502758	JENSEN	AC Overlay	Streets & Roads-Maintenance	2020	$222
Fresno County	FRE502759	JENSEN	AC Overlay	Streets & Roads-Maintenance	2020	$222
Fresno County	FRE502770	JENSEN	AC Overlay	Streets & Roads-Maintenance	2027	$235
Fresno County	FRE502772	JENSEN	AC Overlay	Streets & Roads-Maintenance	2030	$238
Fresno County	FRE502775	JENSEN	AC Overlay	Streets & Roads-Maintenance	2030	$245
Fresno County	FRE502771	JENSEN	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502773	JENSEN	AC Overlay	Streets & Roads-Maintenance	2030	$251
Fresno County	FRE502765	JENSEN	AC Overlay	Streets & Roads-Maintenance	2026	$268
Fresno County	FRE502782	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$280
Fresno County	FRE502776	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$281
Fresno County	FRE502777	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$282
Fresno County	FRE502779	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$282
Fresno County	FRE502781	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$282
Fresno County	FRE502780	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$286
Fresno County	FRE502778	JENSEN	AC Overlay	Streets & Roads-Maintenance	2036	$287
Fresno County	FRE502764	JENSEN	AC Overlay	Streets & Roads-Maintenance	2026	$350

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502768	JENSEN	AC Overlay	Streets & Roads-Maintenance	2027	$351
Fresno County	FRE502769	JENSEN	AC Overlay	Streets & Roads-Maintenance	2027	$354
Fresno County	FRE502774	JENSEN	AC Overlay	Streets & Roads-Maintenance	2030	$504
Fresno County	FRE502766	JENSEN	AC Overlay	Streets & Roads-Maintenance	2026	$675
Fresno County	FRE502784	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2024	$14
Fresno County	FRE502786	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2025	$81
Fresno County	FRE502785	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2024	$101
Fresno County	FRE502783	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2024	$111
Fresno County	FRE502789	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2027	$234
Fresno County	FRE502788	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2027	$237
Fresno County	FRE502787	JENSEN E/B	AC Overlay	Streets & Roads-Maintenance	2026	$347
Fresno County	FRE502797	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$58
Fresno County	FRE502798	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$114
Fresno County	FRE502792	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2025	$144
Fresno County	FRE502790	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2025	$189
Fresno County	FRE502791	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2025	$228
Fresno County	FRE502802	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2027	$229
Fresno County	FRE502799	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$231
Fresno County	FRE502795	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$232
Fresno County	FRE502800	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$232
Fresno County	FRE502793	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$233
Fresno County	FRE502796	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$233
Fresno County	FRE502804	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2030	$251
Fresno County	FRE502794	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$291
Fresno County	FRE502801	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2026	$345
Fresno County	FRE502803	JENSEN W/B	AC Overlay	Streets & Roads-Maintenance	2030	$502
Fresno County	FRE502805	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$84
Fresno County	FRE502807	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$145
Fresno County	FRE502814	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$208
Fresno County	FRE502806	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$281
Fresno County	FRE502818	KAMM	AC Overlay	Streets & Roads-Maintenance	2041	$310
Fresno County	FRE502816	KAMM	AC Overlay	Streets & Roads-Maintenance	2041	$311
Fresno County	FRE502811	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$419
Fresno County	FRE502813	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$478
Fresno County	FRE502809	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$479
Fresno County	FRE502810	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$590

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502817	KAMM	AC Overlay	Streets & Roads-Maintenance	2041	$622
Fresno County	FRE502815	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$634
Fresno County	FRE502812	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$709
Fresno County	FRE502808	KAMM	AC Overlay	Streets & Roads-Maintenance	2036	$978
Fresno County	FRE502820	KAMM	AC Overlay	Streets & Roads-Maintenance	2041	$1,242
Fresno County	FRE502819	KAMM	AC Overlay	Streets & Roads-Maintenance	2041	$1,568
Fresno County	FRE502821	KAMM (DIRT)	AC Overlay	Streets & Roads-Maintenance	2041	$1,897
Fresno County	FRE502822	KEARNEY	AC Overlay	Streets & Roads-Maintenance	2036	$13
Fresno County	FRE502823	KHAN	AC Overlay	Streets & Roads-Maintenance	2024	$66
Fresno County	FRE502824	KINGS RIVER	AC Overlay	Streets & Roads-Maintenance	2036	$118
Fresno County	FRE502825	LAC JAC	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502826	LAC JAC	AC Overlay	Streets & Roads-Maintenance	2036	$270
Fresno County	FRE502827	LEONARD	AC Overlay	Streets & Roads-Maintenance	2024	$30
Fresno County	FRE502828	LEONARD	AC Overlay	Streets & Roads-Maintenance	2024	$30
Fresno County	FRE502831	LODGE ROAD	AC Overlay	Streets & Roads-Maintenance	2037	$235
Fresno County	FRE502829	LODGE ROAD	AC Overlay	Streets & Roads-Maintenance	2037	$412
Fresno County	FRE502830	LODGE ROAD	AC Overlay	Streets & Roads-Maintenance	2037	$574
Fresno County	FRE502832	LODGE ROAD	AC Overlay	Streets & Roads-Maintenance	2037	$832
Fresno County	FRE502833	MADISON	AC Overlay	Streets & Roads-Maintenance	2042	$142
Fresno County	FRE502834	MADSEN	AC Overlay	Streets & Roads-Maintenance	2042	$203
Fresno County	FRE502846	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$34
Fresno County	FRE502864	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$37
Fresno County	FRE502874	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$55
Fresno County	FRE502865	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$65
Fresno County	FRE502875	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$86
Fresno County	FRE502855	MANNING	AC Overlay	Streets & Roads-Maintenance	2025	$91
Fresno County	FRE502877	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$146
Fresno County	FRE502861	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$147
Fresno County	FRE502836	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502838	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502839	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502840	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$154
Fresno County	FRE502849	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$155
Fresno County	FRE502843	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502845	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502847	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$156

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502848	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502852	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502854	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$157
Fresno County	FRE502856	MANNING	AC Overlay	Streets & Roads-Maintenance	2026	$183
Fresno County	FRE502857	MANNING	AC Overlay	Streets & Roads-Maintenance	2026	$229
Fresno County	FRE502867	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$249
Fresno County	FRE502868	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$249
Fresno County	FRE502860	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502866	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502869	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502871	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502872	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$250
Fresno County	FRE502862	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$251
Fresno County	FRE502870	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$251
Fresno County	FRE502876	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$285
Fresno County	FRE502878	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502879	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502835	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$301
Fresno County	FRE502841	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$308
Fresno County	FRE502844	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$312
Fresno County	FRE502850	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$312
Fresno County	FRE502851	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$312
Fresno County	FRE502853	MANNING	AC Overlay	Streets & Roads-Maintenance	2023	$313
Fresno County	FRE502881	MANNING	AC Overlay	Streets & Roads-Maintenance	2042	$320
Fresno County	FRE502842	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$422
Fresno County	FRE502859	MANNING	AC Overlay	Streets & Roads-Maintenance	2026	$462
Fresno County	FRE502858	MANNING	AC Overlay	Streets & Roads-Maintenance	2026	$467
Fresno County	FRE502863	MANNING	AC Overlay	Streets & Roads-Maintenance	2030	$515
Fresno County	FRE502837	MANNING	AC Overlay	Streets & Roads-Maintenance	2022	$614
Fresno County	FRE502880	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$1,151
Fresno County	FRE502873	MANNING	AC Overlay	Streets & Roads-Maintenance	2037	$1,156
Fresno County	FRE502882	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2025	$35
Fresno County	FRE502883	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2025	$68
Fresno County	FRE502886	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2025	$225
Fresno County	FRE502887	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2026	$231
Fresno County	FRE502884	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2025	$240

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502885	MANNING E/B	AC Overlay	Streets & Roads-Maintenance	2025	$454
Fresno County	FRE502889	MANNING E/B -MEM HWY	AC Overlay	Streets & Roads-Maintenance	2025	$59
Fresno County	FRE502888	MANNING E/B -MEM HWY	AC Overlay	Streets & Roads-Maintenance	2024	$221
Fresno County	FRE502891	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2025	$24
Fresno County	FRE502892	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2025	$68
Fresno County	FRE502895	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2025	$225
Fresno County	FRE502893	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2025	$227
Fresno County	FRE502896	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2026	$245
Fresno County	FRE502890	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2024	$335
Fresno County	FRE502894	MANNING W/B	AC Overlay	Streets & Roads-Maintenance	2025	$454
Fresno County	FRE502898	MANNING W/B -MEM HWY	AC Overlay	Streets & Roads-Maintenance	2025	$89
Fresno County	FRE502897	MANNING W/B -MEM HWY	AC Overlay	Streets & Roads-Maintenance	2024	$332
Fresno County	FRE502899	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$53
Fresno County	FRE502902	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$57
Fresno County	FRE502906	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$60
Fresno County	FRE502907	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$65
Fresno County	FRE502938	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$65
Fresno County	FRE502901	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$103
Fresno County	FRE502900	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$108
Fresno County	FRE502916	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$110
Fresno County	FRE502905	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$118
Fresno County	FRE502903	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$122
Fresno County	FRE502910	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$124
Fresno County	FRE502908	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$125
Fresno County	FRE502909	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$125
Fresno County	FRE502914	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$139
Fresno County	FRE502922	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$141
Fresno County	FRE502917	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$143
Fresno County	FRE502926	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$146
Fresno County	FRE502912	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$155
Fresno County	FRE502918	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$218
Fresno County	FRE502904	MARKS	AC Overlay	Streets & Roads-Maintenance	2027	$235
Fresno County	FRE502911	MARKS	AC Overlay	Streets & Roads-Maintenance	2030	$248
Fresno County	FRE502939	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$251
Fresno County	FRE502942	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$279
Fresno County	FRE502925	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$282

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502919	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502921	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502923	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502928	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502913	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502920	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502924	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502929	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502930	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502927	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$288
Fresno County	FRE502915	MARKS	AC Overlay	Streets & Roads-Maintenance	2037	$293
Fresno County	FRE502933	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$313
Fresno County	FRE502932	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$316
Fresno County	FRE502934	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$316
Fresno County	FRE502935	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$317
Fresno County	FRE502936	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$317
Fresno County	FRE502940	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$317
Fresno County	FRE502941	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$317
Fresno County	FRE502937	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$353
Fresno County	FRE502931	MARKS	AC Overlay	Streets & Roads-Maintenance	2042	$631
Fresno County	FRE502944	MAXON ROAD	AC Overlay	Streets & Roads-Maintenance	2042	$146
Fresno County	FRE502943	MAXON ROAD	AC Overlay	Streets & Roads-Maintenance	2042	$277
Fresno County	FRE502945	MAXON ROAD	AC Overlay	Streets & Roads-Maintenance	2042	$673
Fresno County	FRE502950	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$51
Fresno County	FRE502960	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$65
Fresno County	FRE502953	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$99
Fresno County	FRE502959	MC CALL	AC Overlay	Streets & Roads-Maintenance	2023	$149
Fresno County	FRE502947	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$150
Fresno County	FRE502949	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$150
Fresno County	FRE502946	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$151
Fresno County	FRE502954	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$153
Fresno County	FRE502958	MC CALL	AC Overlay	Streets & Roads-Maintenance	2023	$153
Fresno County	FRE502955	MC CALL	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502956	MC CALL	AC Overlay	Streets & Roads-Maintenance	2023	$156
Fresno County	FRE502948	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$225
Fresno County	FRE502951	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$226

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502964	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$244
Fresno County	FRE502969	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$249
Fresno County	FRE502965	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502961	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$255
Fresno County	FRE502968	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$255
Fresno County	FRE502972	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$256
Fresno County	FRE502973	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$256
Fresno County	FRE502966	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$259
Fresno County	FRE502952	MC CALL	AC Overlay	Streets & Roads-Maintenance	2021	$299
Fresno County	FRE502957	MC CALL	AC Overlay	Streets & Roads-Maintenance	2023	$320
Fresno County	FRE502967	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$382
Fresno County	FRE502970	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$383
Fresno County	FRE502962	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$479
Fresno County	FRE502971	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$513
Fresno County	FRE502974	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$513
Fresno County	FRE502963	MC CALL	AC Overlay	Streets & Roads-Maintenance	2031	$764
Fresno County	FRE502983	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2028	$43
Fresno County	FRE502975	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2027	$57
Fresno County	FRE502982	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2028	$59
Fresno County	FRE502977	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2027	$62
Fresno County	FRE502984	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2031	$63
Fresno County	FRE502976	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2027	$87
Fresno County	FRE502986	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2031	$95
Fresno County	FRE502980	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2028	$120
Fresno County	FRE502985	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2031	$159
Fresno County	FRE502978	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2027	$176
Fresno County	FRE502979	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2027	$177
Fresno County	FRE502981	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2028	$180
Fresno County	FRE502987	MC KINLEY	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502988	MC KINLEY W/B	AC Overlay	Streets & Roads-Maintenance	2028	$91
Fresno County	FRE502991	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$92
Fresno County	FRE502989	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$177
Fresno County	FRE502990	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$967
Fresno County	FRE502994	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$1,004
Fresno County	FRE502992	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$1,067
Fresno County	FRE502995	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$1,086

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502993	MC MULLIN GRADE	AC Overlay	Streets & Roads-Maintenance	2031	$1,108
Fresno County	FRE502996	MENDOCINO	AC Overlay	Streets & Roads-Maintenance	2028	$90
Fresno County	FRE502998	MILLERTON RD	AC Overlay	Streets & Roads-Maintenance	2037	$93
Fresno County	FRE502997	MILLERTON RD	AC Overlay	Streets & Roads-Maintenance	2037	$139
Fresno County	FRE503004	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$32
Fresno County	FRE502999	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$37
Fresno County	FRE503000	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$37
Fresno County	FRE503002	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$37
Fresno County	FRE503003	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$37
Fresno County	FRE503001	MINNEWAWA	AC Overlay	Streets & Roads-Maintenance	2020	$79
Fresno County	FRE502685	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$14
Fresno County	FRE502692	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$52
Fresno County	FRE502683	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$56
Fresno County	FRE502695	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$62
Fresno County	FRE503005	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2024	$80
Fresno County	FRE502684	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$90
Fresno County	FRE502686	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$100
Fresno County	FRE502697	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$143
Fresno County	FRE502698	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$159
Fresno County	FRE502682	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$252
Fresno County	FRE502687	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502688	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502689	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502690	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2031	$254
Fresno County	FRE502691	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502696	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502699	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502704	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502707	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$286
Fresno County	FRE502702	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502705	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502706	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$287
Fresno County	FRE502701	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$304
Fresno County	FRE502680	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2025	$325
Fresno County	FRE502677	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2024	$341
Fresno County	FRE502681	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2025	$357

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502700	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$428
Fresno County	FRE502679	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2024	$434
Fresno County	FRE502703	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$573
Fresno County	FRE502693	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$574
Fresno County	FRE502694	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2037	$574
Fresno County	FRE502678	MOUNTAIN VIEW	AC Overlay	Streets & Roads-Maintenance	2024	$661
Fresno County	FRE502708	MOUNTAIN VIEW E/B	AC Overlay	Streets & Roads-Maintenance	2028	$115
Fresno County	FRE502709	MOUNTAIN VIEW W/B	AC Overlay	Streets & Roads-Maintenance	2028	$115
Fresno County	FRE503050	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$23
Fresno County	FRE502724	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$45
Fresno County	FRE503048	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2032	$52
Fresno County	FRE503051	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$69
Fresno County	FRE502713	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$135
Fresno County	FRE503052	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$146
Fresno County	FRE502710	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502711	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502712	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502714	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502716	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502719	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$153
Fresno County	FRE502715	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$229
Fresno County	FRE502717	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$229
Fresno County	FRE502718	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$230
Fresno County	FRE502720	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$230
Fresno County	FRE502721	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$230
Fresno County	FRE502722	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2022	$231
Fresno County	FRE503056	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$249
Fresno County	FRE503045	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$312
Fresno County	FRE502723	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$318
Fresno County	FRE502727	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$318
Fresno County	FRE503044	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$318
Fresno County	FRE502725	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$335
Fresno County	FRE503049	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$335
Fresno County	FRE503047	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2032	$389
Fresno County	FRE503054	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$438
Fresno County	FRE503046	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$465

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE502726	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$552
Fresno County	FRE503058	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$584
Fresno County	FRE503053	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$585
Fresno County	FRE503055	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$585
Fresno County	FRE502728	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2024	$638
Fresno County	FRE503057	MT WHITNEY	AC Overlay	Streets & Roads-Maintenance	2038	$1,174
Fresno County	FRE503060	NEES	AC Overlay	Streets & Roads-Maintenance	2026	$34
Fresno County	FRE503062	NEES	AC Overlay	Streets & Roads-Maintenance	2026	$40
Fresno County	FRE503066	NEES	AC Overlay	Streets & Roads-Maintenance	2032	$42
Fresno County	FRE503061	NEES	AC Overlay	Streets & Roads-Maintenance	2026	$81
Fresno County	FRE503067	NEES	AC Overlay	Streets & Roads-Maintenance	2042	$81
Fresno County	FRE503059	NEES	AC Overlay	Streets & Roads-Maintenance	2025	$113
Fresno County	FRE503063	NEES	AC Overlay	Streets & Roads-Maintenance	2032	$118
Fresno County	FRE503065	NEES	AC Overlay	Streets & Roads-Maintenance	2032	$958
Fresno County	FRE503064	NEES	AC Overlay	Streets & Roads-Maintenance	2032	$1,453
Fresno County	FRE503068	NEES (W/B)	AC Overlay	Streets & Roads-Maintenance	2032	$129
Fresno County	FRE503069	NEWCOMB	AC Overlay	Streets & Roads-Maintenance	2042	$246
Fresno County	FRE503070	NICHOLAS ROAD	AC Overlay	Streets & Roads-Maintenance	2021	$320
Fresno County	FRE503085	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$10
Fresno County	FRE503071	NORTH	AC Overlay	Streets & Roads-Maintenance	2023	$41
Fresno County	FRE503082	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$48
Fresno County	FRE503081	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$54
Fresno County	FRE503076	NORTH	AC Overlay	Streets & Roads-Maintenance	2026	$59
Fresno County	FRE503072	NORTH	AC Overlay	Streets & Roads-Maintenance	2023	$119
Fresno County	FRE503083	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$130
Fresno County	FRE503077	NORTH	AC Overlay	Streets & Roads-Maintenance	2028	$144
Fresno County	FRE503073	NORTH	AC Overlay	Streets & Roads-Maintenance	2023	$158
Fresno County	FRE503080	NORTH	AC Overlay	Streets & Roads-Maintenance	2028	$180
Fresno County	FRE503078	NORTH	AC Overlay	Streets & Roads-Maintenance	2028	$222
Fresno County	FRE503075	NORTH	AC Overlay	Streets & Roads-Maintenance	2023	$234
Fresno County	FRE503084	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$260
Fresno County	FRE503074	NORTH	AC Overlay	Streets & Roads-Maintenance	2023	$288
Fresno County	FRE503079	NORTH	AC Overlay	Streets & Roads-Maintenance	2028	$366
Fresno County	FRE503086	NORTH	AC Overlay	Streets & Roads-Maintenance	2032	$525
Fresno County	FRE503087	OAKLAND	AC Overlay	Streets & Roads-Maintenance	2042	$975
Fresno County	FRE503098	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$31

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503093	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$45
Fresno County	FRE503094	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$52
Fresno County	FRE503095	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$72
Fresno County	FRE503100	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$78
Fresno County	FRE503096	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$90
Fresno County	FRE503089	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$108
Fresno County	FRE503092	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$119
Fresno County	FRE503099	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$119
Fresno County	FRE503102	OLIVE	AC Overlay	Streets & Roads-Maintenance	2026	$120
Fresno County	FRE503097	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$140
Fresno County	FRE503104	OLIVE	AC Overlay	Streets & Roads-Maintenance	2028	$174
Fresno County	FRE503088	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$181
Fresno County	FRE503103	OLIVE	AC Overlay	Streets & Roads-Maintenance	2026	$205
Fresno County	FRE503091	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$214
Fresno County	FRE503101	OLIVE	AC Overlay	Streets & Roads-Maintenance	2025	$218
Fresno County	FRE503105	OLIVE	AC Overlay	Streets & Roads-Maintenance	2028	$233
Fresno County	FRE503106	OLIVE	AC Overlay	Streets & Roads-Maintenance	2032	$281
Fresno County	FRE503090	OLIVE	AC Overlay	Streets & Roads-Maintenance	2024	$317
Fresno County	FRE503107	OLIVE	AC Overlay	Streets & Roads-Maintenance	2032	$390
Fresno County	FRE503108	PALM N/B	AC Overlay	Streets & Roads-Maintenance	2025	$27
Fresno County	FRE503110	PALM N/B	AC Overlay	Streets & Roads-Maintenance	2028	$56
Fresno County	FRE503109	PALM N/B	AC Overlay	Streets & Roads-Maintenance	2025	$67
Fresno County	FRE503111	PALM S/B	AC Overlay	Streets & Roads-Maintenance	2028	$45
Fresno County	FRE503112	PALM S/B	AC Overlay	Streets & Roads-Maintenance	2028	$45
Fresno County	FRE503116	PANOCHE RD	AC Overlay	Streets & Roads-Maintenance	2042	$101
Fresno County	FRE503117	PANOCHE RD	AC Overlay	Streets & Roads-Maintenance	2042	$120
Fresno County	FRE503113	PANOCHE RD	AC Overlay	Streets & Roads-Maintenance	2032	$260
Fresno County	FRE503114	PANOCHE RD	AC Overlay	Streets & Roads-Maintenance	2042	$513
Fresno County	FRE503115	PANOCHE RD	AC Overlay	Streets & Roads-Maintenance	2042	$1,201
Fresno County	FRE503118	PANOCHE RD (DIRT)	AC Overlay	Streets & Roads-Maintenance	2042	$3,860
Fresno County	FRE503119	PANOCHE ROAD	AC Overlay	Streets & Roads-Maintenance	2038	$68
Fresno County	FRE503120	PARKWAY DRIVE	AC Overlay	Streets & Roads-Maintenance	2028	$90
Fresno County	FRE503123	PEACH	AC Overlay	Streets & Roads-Maintenance	2025	$27
Fresno County	FRE503121	PEACH	AC Overlay	Streets & Roads-Maintenance	2025	$28
Fresno County	FRE503122	PEACH	AC Overlay	Streets & Roads-Maintenance	2025	$28
Fresno County	FRE503124	PEACH	AC Overlay	Streets & Roads-Maintenance	2025	$28

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503125	PEACH	AC Overlay	Streets & Roads-Maintenance	2038	$39
Fresno County	FRE503126	PEACH	AC Overlay	Streets & Roads-Maintenance	2038	$109
Fresno County	FRE503127	PEACH	AC Overlay	Streets & Roads-Maintenance	2038	$146
Fresno County	FRE503128	PEACH	AC Overlay	Streets & Roads-Maintenance	2042	$324
Fresno County	FRE503129	PEACH N/B	AC Overlay	Streets & Roads-Maintenance	2025	$57
Fresno County	FRE503130	PEACH N/B	AC Overlay	Streets & Roads-Maintenance	2025	$57
Fresno County	FRE503133	POLK	AC Overlay	Streets & Roads-Maintenance	2032	$65
Fresno County	FRE503134	POLK	AC Overlay	Streets & Roads-Maintenance	2032	$65
Fresno County	FRE503131	POLK	AC Overlay	Streets & Roads-Maintenance	2032	$95
Fresno County	FRE503132	POLK	AC Overlay	Streets & Roads-Maintenance	2032	$130
Fresno County	FRE503138	PWR HOUSE NO 1 RD	AC Overlay	Streets & Roads-Maintenance	2042	$32
Fresno County	FRE503135	PWR HOUSE NO 1 RD	AC Overlay	Streets & Roads-Maintenance	2038	$131
Fresno County	FRE503139	PWR HOUSE NO 1 RD	AC Overlay	Streets & Roads-Maintenance	2042	$262
Fresno County	FRE503136	PWR HOUSE NO 1 RD	AC Overlay	Streets & Roads-Maintenance	2038	$682
Fresno County	FRE503137	PWR HOUSE NO 1 RD	AC Overlay	Streets & Roads-Maintenance	2042	$902
Fresno County	FRE503142	REED	AC Overlay	Streets & Roads-Maintenance	2026	$56
Fresno County	FRE503140	REED	AC Overlay	Streets & Roads-Maintenance	2026	$115
Fresno County	FRE503143	REED	AC Overlay	Streets & Roads-Maintenance	2026	$174
Fresno County	FRE503147	REED	AC Overlay	Streets & Roads-Maintenance	2028	$239
Fresno County	FRE503145	REED	AC Overlay	Streets & Roads-Maintenance	2026	$345
Fresno County	FRE503141	REED	AC Overlay	Streets & Roads-Maintenance	2026	$346
Fresno County	FRE503146	REED	AC Overlay	Streets & Roads-Maintenance	2026	$351
Fresno County	FRE503144	REED	AC Overlay	Streets & Roads-Maintenance	2026	$461
Fresno County	FRE503149	RIVERDALE	AC Overlay	Streets & Roads-Maintenance	2042	$310
Fresno County	FRE503148	RIVERDALE	AC Overlay	Streets & Roads-Maintenance	2038	$435
Fresno County	FRE503154	ROSE	AC Overlay	Streets & Roads-Maintenance	2038	$76
Fresno County	FRE503151	ROSE	AC Overlay	Streets & Roads-Maintenance	2032	$386
Fresno County	FRE503152	ROSE	AC Overlay	Streets & Roads-Maintenance	2032	$386
Fresno County	FRE503150	ROSE	AC Overlay	Streets & Roads-Maintenance	2032	$527
Fresno County	FRE503153	ROSE	AC Overlay	Streets & Roads-Maintenance	2032	$683
Fresno County	FRE503163	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$251
Fresno County	FRE503162	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$486
Fresno County	FRE503155	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2038	$585
Fresno County	FRE503158	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$722
Fresno County	FRE503156	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2038	$752
Fresno County	FRE503157	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$899

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503161	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$1,151
Fresno County	FRE503160	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$1,238
Fresno County	FRE503159	RUSSELL	AC Overlay	Streets & Roads-Maintenance	2042	$1,267
Fresno County	FRE503164	SAN BENITO	AC Overlay	Streets & Roads-Maintenance	2038	$66
Fresno County	FRE503165	SAN BENITO	AC Overlay	Streets & Roads-Maintenance	2038	$1,042
Fresno County	FRE503166	SANTA FE GRADE	AC Overlay	Streets & Roads-Maintenance	2038	$74
Fresno County	FRE503167	SANTA FE GRADE	AC Overlay	Streets & Roads-Maintenance	2038	$275
Fresno County	FRE503168	SANTA FE GRADE	AC Overlay	Streets & Roads-Maintenance	2038	$819
Fresno County	FRE503169	SANTA FE GRADE	AC Overlay	Streets & Roads-Maintenance	2038	$1,112
Fresno County	FRE503194	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$15
Fresno County	FRE503188	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$26
Fresno County	FRE503196	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$28
Fresno County	FRE503176	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$51
Fresno County	FRE503204	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$69
Fresno County	FRE503184	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$73
Fresno County	FRE503182	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$81
Fresno County	FRE503197	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$83
Fresno County	FRE503198	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$96
Fresno County	FRE503195	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$112
Fresno County	FRE503173	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$115
Fresno County	FRE503183	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$120
Fresno County	FRE503201	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$138
Fresno County	FRE503171	SHAW	AC Overlay	Streets & Roads-Maintenance	2025	$169
Fresno County	FRE503192	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$212
Fresno County	FRE503170	SHAW	AC Overlay	Streets & Roads-Maintenance	2025	$228
Fresno County	FRE503177	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$232
Fresno County	FRE503179	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$232
Fresno County	FRE503185	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$240
Fresno County	FRE503186	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$241
Fresno County	FRE503190	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$241
Fresno County	FRE503191	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$242
Fresno County	FRE503202	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$249
Fresno County	FRE503178	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$252
Fresno County	FRE503203	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$260
Fresno County	FRE503200	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$261
Fresno County	FRE503199	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$262

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503181	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$265
Fresno County	FRE503189	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$281
Fresno County	FRE503193	SHAW	AC Overlay	Streets & Roads-Maintenance	2032	$291
Fresno County	FRE503174	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$345
Fresno County	FRE503172	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$347
Fresno County	FRE503175	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$347
Fresno County	FRE503180	SHAW	AC Overlay	Streets & Roads-Maintenance	2026	$450
Fresno County	FRE503187	SHAW	AC Overlay	Streets & Roads-Maintenance	2028	$548
Fresno County	FRE503209	SHEPHERD	AC Overlay	Streets & Roads-Maintenance	2026	$172
Fresno County	FRE503205	SHEPHERD	AC Overlay	Streets & Roads-Maintenance	2025	$180
Fresno County	FRE503207	SHEPHERD	AC Overlay	Streets & Roads-Maintenance	2026	$181
Fresno County	FRE503208	SHEPHERD	AC Overlay	Streets & Roads-Maintenance	2026	$347
Fresno County	FRE503206	SHEPHERD	AC Overlay	Streets & Roads-Maintenance	2025	$353
Fresno County	FRE503210	SHEPHERD W/B	AC Overlay	Streets & Roads-Maintenance	2032	$260
Fresno County	FRE503219	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$29
Fresno County	FRE503244	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$41
Fresno County	FRE503214	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2028	$91
Fresno County	FRE503246	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$99
Fresno County	FRE503220	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$101
Fresno County	FRE503221	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$129
Fresno County	FRE503223	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$130
Fresno County	FRE503226	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$130
Fresno County	FRE503211	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2024	$159
Fresno County	FRE503245	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$209
Fresno County	FRE503212	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2026	$231
Fresno County	FRE503213	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2028	$242
Fresno County	FRE503217	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$250
Fresno County	FRE503215	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE503216	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE503222	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE503224	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE503225	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$259
Fresno County	FRE503218	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$261
Fresno County	FRE503227	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2032	$261
Fresno County	FRE503234	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$278
Fresno County	FRE503232	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$291

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503235	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$292
Fresno County	FRE503231	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$293
Fresno County	FRE503238	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$293
Fresno County	FRE503228	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$294
Fresno County	FRE503229	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$294
Fresno County	FRE503233	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$294
Fresno County	FRE503236	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$294
Fresno County	FRE503237	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$294
Fresno County	FRE503230	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2038	$296
Fresno County	FRE503241	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$316
Fresno County	FRE503247	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$320
Fresno County	FRE503248	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$320
Fresno County	FRE503242	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$605
Fresno County	FRE503240	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$632
Fresno County	FRE503243	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$1,096
Fresno County	FRE503239	SHIELDS	AC Overlay	Streets & Roads-Maintenance	2042	$1,267
Fresno County	FRE503249	SHIELDS E/B	AC Overlay	Streets & Roads-Maintenance	2028	$36
Fresno County	FRE503250	SHIELDS E/B	AC Overlay	Streets & Roads-Maintenance	2028	$60
Fresno County	FRE503251	SHIELDS E/B	AC Overlay	Streets & Roads-Maintenance	2028	$60
Fresno County	FRE503252	SHIELDS W/B	AC Overlay	Streets & Roads-Maintenance	2032	$65
Fresno County	FRE503253	SOUTH	AC Overlay	Streets & Roads-Maintenance	2038	$70
Fresno County	FRE503254	SOUTH	AC Overlay	Streets & Roads-Maintenance	2038	$146
Fresno County	FRE503255	SOUTH	AC Overlay	Streets & Roads-Maintenance	2038	$293
Fresno County	FRE503257	STROUD	AC Overlay	Streets & Roads-Maintenance	2032	$108
Fresno County	FRE503256	STROUD	AC Overlay	Streets & Roads-Maintenance	2032	$203
Fresno County	FRE503262	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2032	$67
Fresno County	FRE503258	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2025	$76
Fresno County	FRE503263	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2039	$99
Fresno County	FRE503260	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2026	$114
Fresno County	FRE503265	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2039	$149
Fresno County	FRE503259	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2025	$152
Fresno County	FRE503269	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2042	$222
Fresno County	FRE503261	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2032	$264
Fresno County	FRE503264	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2039	$265
Fresno County	FRE503266	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2042	$319
Fresno County	FRE503267	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2042	$320

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503268	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2042	$418
Fresno County	FRE503270	TEMPERANCE	AC Overlay	Streets & Roads-Maintenance	2042	$633
Fresno County	FRE503271	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2039	$230
Fresno County	FRE503274	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2039	$612
Fresno County	FRE503277	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$665
Fresno County	FRE503272	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2039	$701
Fresno County	FRE503275	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$792
Fresno County	FRE503278	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$880
Fresno County	FRE503279	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$880
Fresno County	FRE503280	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$905
Fresno County	FRE503273	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2039	$947
Fresno County	FRE503276	TRIMMER SPRINGS	AC Overlay	Streets & Roads-Maintenance	2042	$1,244
Fresno County	FRE503288	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$36
Fresno County	FRE503281	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$54
Fresno County	FRE503282	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$57
Fresno County	FRE503283	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$61
Fresno County	FRE503284	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$113
Fresno County	FRE503285	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$113
Fresno County	FRE503289	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$127
Fresno County	FRE503286	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$171
Fresno County	FRE503287	TULARE	AC Overlay	Streets & Roads-Maintenance	2025	$181
Fresno County	FRE503290	Various Striping Projects w/o Fresno County	Striping Projects	Streets & Roads-Maintenance	2042	$50
Fresno County	FRE503291	VINELAND	AC Overlay	Streets & Roads-Maintenance	2039	$274
Fresno County	FRE503292	WALNUT	AC Overlay	Streets & Roads-Maintenance	2042	$241
Fresno County	FRE503293	WALNUT	AC Overlay	Streets & Roads-Maintenance	2042	$321
Fresno County	FRE503294	WATTS VALLEY RD	AC Overlay	Streets & Roads-Maintenance	2042	$429
Fresno County	FRE503295	WEST	AC Overlay	Streets & Roads-Maintenance	2039	$300
Fresno County	FRE503298	WEST N/B	AC Overlay	Streets & Roads-Maintenance	2026	$9
Fresno County	FRE503296	WEST N/B	AC Overlay	Streets & Roads-Maintenance	2025	$14
Fresno County	FRE503300	WEST N/B	AC Overlay	Streets & Roads-Maintenance	2026	$28
Fresno County	FRE503299	WEST N/B	AC Overlay	Streets & Roads-Maintenance	2026	$45
Fresno County	FRE503297	WEST N/B	AC Overlay	Streets & Roads-Maintenance	2025	$99
Fresno County	FRE503301	WEST S/B	AC Overlay	Streets & Roads-Maintenance	2026	$9
Fresno County	FRE503302	WEST S/B	AC Overlay	Streets & Roads-Maintenance	2028	$29
Fresno County	FRE503303	WEST S/B	AC Overlay	Streets & Roads-Maintenance	2028	$47
Fresno County	FRE503305	WILLOW	AC Overlay	Streets & Roads-Maintenance	2025	$86

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503304	WILLOW	AC Overlay	Streets & Roads-Maintenance	2025	$114
Fresno County	FRE503307	WILLOW	AC Overlay	Streets & Roads-Maintenance	2026	$232
Fresno County	FRE503308	WILLOW	AC Overlay	Streets & Roads-Maintenance	2028	$364
Fresno County	FRE503306	WILLOW	AC Overlay	Streets & Roads-Maintenance	2026	$465
Kerman	FRE503026	8th Street - California to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$370
Kerman	FRE503029	California - 0.25 Mile W/O Siskiyou to Siskiyou: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$330
Kerman	FRE503028	California - Del Norte to Madera: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$415
Kerman	FRE500889	California - Goldenrod to Sycamore: 2LU to 2LD	Widen 2LU to 2LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$2,300
Kerman	FRE503027	California - Madera to Vineland: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$435
Kerman	FRE503030	California - Siskiyou to Del Norte: Widen	Widen to 2 LD Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$1,125
Kerman	FRE503031	California - Vineland to Goldenrod: Widen to 2LU	Widen to 2 LU Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$1,970
Kerman	FRE503032	Church - Del Norte to Madera: Widen to 2LU	Widen to 2 LU Collector, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$1,135
Kerman	FRE503034	Church - Siskiyou to Del Norte: Widen to 2LU Collector	Widen to 2 LU Collector, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$2,000
Kerman	FRE503033	Church - Vineland to Goldenrod: Widen to 2 LU	Widen to 2 LU Collector, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$2,000
Kerman	FRE503036	Del Norte - Kearney to Whitesbridge: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$640
Kerman	FRE503035	Del Norte - UPRR to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$370
Kerman	FRE503038	E Street - Del Norte to Madera: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$400
Kerman	FRE503037	E Street - Vineland to Goldenrod: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$410
Kerman	FRE503039	First Street - California to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$410
Kerman	FRE503040	First Street - Kearney to Whitesbridge: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$660
Kerman	FRE503042	Gateway - 0.25 Mile W/O Siskiyou to Siskiyou: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$205
Kerman	FRE503041	Gateway - Siskiyou to Del Norte: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$440
Kerman	FRE503043	Goldenrod - California to Kearney: Widen	Widen to 2 LD Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$940
Kerman	FRE503400	Goldenrod - Kearney to Whitesbridge: Widen	Widen to 2 LD Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$940
Kerman	FRE503406	Kearney - 0.25 Mile W/O Siskiyou to Siskiyou: Widen	Widen to 2 LD Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$515
Kerman	FRE503404	Kearney - Del Norte to Madera: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$640
Kerman	FRE503401	Kearney - Madera to Vineland: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$415
Kerman	FRE503405	Kearney - Modoc to 0.25 Mile E/O Modoc: 2LU to 2LD	Widen 2LU to 2LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$1,150
Kerman	FRE503402	Kearney - Siskiyou to Del Norte: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$640
Kerman	FRE503403	Kearney - Vineland to Goldenrod: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$370
Kerman	FRE503407	May - Vineland to California: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$100
Kerman	FRE503408	Middleton - Del Norte to First: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$220
Kerman	FRE503409	Park - California to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$330

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Kerman	FRE503410	Park - Kearney to Gateway: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$360
Kerman	FRE503411	Siskiyou - California to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$500
Kerman	FRE500891	Siskiyou - Church to UPRR: 2LU to 2LD	Widen 2LU to 2LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$2,300
Kerman	FRE503412	Siskiyou - Kearney to Whitesbridge: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$640
Kerman	FRE503413	Siskiyou - UPRR to California: Widen	Widen to 2 LD Collector, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$375
Kerman	FRE503415	Stanislaus - First to Vineland: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$615
Kerman	FRE503414	Stanislaus - Vineland to Goldenrod: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2028	$410
Kerman	FRE503418	Vineland - 0.25 Mile S/O Jensen to UPRR: Widen to 2 LU	Widen to 2 LU Collector, Curb and Gutter, Streetlights; Rehabilitate Roadway	Streets & Roads-Maintenance	2043	$4,800
Kerman	FRE503416	Vineland - California to Kearney: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2023	$640
Kerman	FRE503417	Vineland - Kearney to Whitesbridge: Rehabilitate Roadway	Rehabilitate Roadway	Streets & Roads-Maintenance	2025	$660
Kingsburg	FRE503419	18th Avenue	Reconstruct Pavement	Streets & Roads-Maintenance	2022	$1,200
Kingsburg	FRE503420	21st Avenue	Reconstruct Pavement	Streets & Roads-Maintenance	2020	$385
Kingsburg	FRE503421	Clarkson Ave	Reconstruct Pavement	Streets & Roads-Maintenance	2022	$600
Kingsburg	FRE503422	Mariposa Street	Reconstruct Pavement	Streets & Roads-Maintenance	2020	$270
Kingsburg	FRE503423	Mehlert Avenue	Reconstruct Pavement	Streets & Roads-Maintenance	2022	$600
Kingsburg	FRE503424	Nevada Street	Reconstruct Pavement	Streets & Roads-Maintenance	2020	$260
Kingsburg	FRE503425	Orange Street	Reconstruct Pavement	Streets & Roads-Maintenance	2020	$245
Mendota	FRE503426	5th Street and Quince Street Reconstruction	Reconstruct 5th Street from Oller to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	Streets & Roads-Maintenance	2019	$1,050
Mendota	FRE503427	Black, Fleming, McCabe Avenue Reconstruction	Reconstruct Black, Fleming and McCabe between Rowe and Sorensen	Streets & Roads-Maintenance	2019	$802
Mendota	FRE503428	Divisadero Street	Reconstruct Divisadero Street	Streets & Roads-Maintenance	2023	$800
Mendota	FRE503430	Kate Street Reconstruction	Reconstruct N. Kate Street from Divisadero Street to I Street	Streets & Roads-Maintenance	2019	$451
Mendota	FRE503429	Marie St. & 5th Street Reconstruction	Reconstruct Marie Street from Divisadero to 5th St and 5th Street from Marie to Lolita	Streets & Roads-Maintenance	2021	$458
Mendota	FRE503431	Naples Street Reconstruction	Reconstruct Naples Street from 2nd Street to 9th Street with upgrades to curb ramps, and storm drain system	Streets & Roads-Maintenance	2022	$2,400
Mendota	FRE503432	Rio Frio Street Reconstruction	Reconstruct Rio Frio Street from 7th St to 8th St including upgrades to curb ramps.	Streets & Roads-Maintenance	2020	$215
Mendota	FRE503433	Stamoules Street Reconstruction	Reconstruct Stamoules Street from 7th St to 9th St including upgrades to curb ramps.	Streets & Roads-Maintenance	2020	$484
Orange Cove	FRE503471	Adams Ave. Monson to Anchor	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2040	$1,100
Orange Cove	FRE503470	Adams Ave. Anchor to Center	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2038	$1,100
Orange Cove	FRE503435	Adams Ave. Center to Fourth	Reconstruction	Streets & Roads-Maintenance	2020	$550
Orange Cove	FRE503434	Adams Ave. Fourth to Friant-Kern Canal	Chip Seal	Streets & Roads-Maintenance	2034	$44
Orange Cove	FRE503436	Adams Ave. Friant-Kern Canal to Hills Valley Road	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2020	$220
Orange Cove	FRE503475	Anchor Ave. H Street to Park Blvd.	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2026	$440
Orange Cove	FRE503473	Anchor Ave. Park Blvd to Adams	Chip Seal	Streets & Roads-Maintenance	2034	$110
Orange Cove	FRE503476	Anchor Ave. Park Blvd to Adams	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2040	$220
Orange Cove	FRE503472	Anchor Ave. Parlier to South	Chip Seal	Streets & Roads-Maintenance	2028	$110

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Orange Cove	FRE503474	Anchor Ave. South to H Street	Overaly	Streets & Roads-Maintenance	2030	$390
Orange Cove	FRE503479	Center Street from Adams to Wooten Creek	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2034	$880
Orange Cove	FRE503477	Center Street from Park to Adams	Chip Seal	Streets & Roads-Maintenance	2026	$110
Orange Cove	FRE503478	Center Street from South to Park	Chip Seal	Streets & Roads-Maintenance	2040	$110
Orange Cove	FRE503480	East Railroad Ave. From Hills Valley Road to Sixth	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$1,210
Orange Cove	FRE503481	East Railroad Ave. from Park to Anchor	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$1,210
Orange Cove	FRE500896	Monson Ave. Parlier to Sumner	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$2,200
Orange Cove	FRE503483	Park Blvd. Center to Hills Valley Rd.	Chip Seal	Streets & Roads-Maintenance	2030	$110
Orange Cove	FRE503482	Park Blvd. from Anchor to Center	Chip Seal	Streets & Roads-Maintenance	2024	$110
Orange Cove	FRE503484	Parlier Ave. Anchor to Tenth	Chip Seal	Streets & Roads-Maintenance	2040	$55
Orange Cove	FRE500895	Parlier Ave. Sumner to Anchor	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$1,100
Orange Cove	FRE500895	Parlier Ave. Tenth to Hills Valley	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$1,650
Orange Cove	FRE503485	South Ave. Tenth to Center	Chip Seal	Streets & Roads-Maintenance	2034	$55
Orange Cove	FRE503487	South Ave. Anchor to Tenth	Reconstruction	Streets & Roads-Maintenance	2030	$550
Orange Cove	FRE500894	South Ave. Jacobs to Hills Valley	Chip Seal	Streets & Roads-Maintenance	2034	$110
Orange Cove	FRE503486	South Ave. Monson to Anchor	Overlay	Streets & Roads-Maintenance	2030	$650
Orange Cove	FRE503489	West Railroad Ave. from Center to Park	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2034	$440
Orange Cove	FRE503490	West Railroad Ave. from Hills Valley Road to Center Street	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2044	$1,320
Orange Cove	FRE503488	West Railroad Ave. from Park to Anchor	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2022	$1,100
Parlier	FRE503494	Academy Avenue City Limits to Dinuba	Chip Seal	Streets & Roads-Maintenance	2030	$97
Parlier	FRE503495	Academy Avenue Dinuba to Huntsman	Chip Seal	Streets & Roads-Maintenance	2032	$97
Parlier	FRE503493	Academy Avenue Manning to City Limits	Chip Seal	Streets & Roads-Maintenance	2028	$193
Parlier	FRE503492	Academy Avenue Parlier to Manning	Chip Seal	Streets & Roads-Maintenance	2028	$193
Parlier	FRE503491	Academy Avenue South to Parlier	Chip Seal	Streets & Roads-Maintenance	2028	$205
Parlier	FRE503497	Bethel Avenue Dinuba to Huntsman	Chip Seal	Streets & Roads-Maintenance	2030	$73
Parlier	FRE503496	Bethel Avenue Manning to Dinuba	AC Overlay	Streets & Roads-Maintenance	2026	$493
Parlier	FRE503498	Bethel Avenue South to Manning	Chip Seal	Streets & Roads-Maintenance	2030	$145
Parlier	FRE503500	Dinuba Avenue Academy to Mendocino	Chip Seal	Streets & Roads-Maintenance	2026	$73
Parlier	FRE503499	Dinuba Avenue Bethel to Academy	AC Overlay	Streets & Roads-Maintenance	2024	$789
Parlier	FRE503501	Fresno Street Newmark to Zediker	Chip Seal	Streets & Roads-Maintenance	2028	$157
Parlier	FRE503505	Manning Avenue Academy to Mendocino	AC Overlay/Chip Seal	Streets & Roads-Maintenance	2024	$405
Parlier	FRE503504	Manning Avenue Bethel to City Limits	AC Overlay	Streets & Roads-Maintenance	2030	$657
Parlier	FRE503503	Manning Avenue City Limits to Academy	AC Overlay	Streets & Roads-Maintenance	2030	$657
Parlier	FRE503502	Manning Avenue Madsen to Newmark	AC Overlay	Streets & Roads-Maintenance	2028	$740
Parlier	FRE503507	Manning Avenue Mendocino to Madsen	Chip Seal	Streets & Roads-Maintenance	2028	$211
Parlier	FRE503506	Manning Avenue Newmark to Zediker	Chip Seal	Streets & Roads-Maintenance	2028	$190

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Parlier	FRE503508	Manning Avenue Zediker to Riverbend	Chip Seal	Streets & Roads-Maintenance	2028	$193
Parlier	FRE503512	Mendocino Avenue City Limits to Dinuba	Chip Seal	Streets & Roads-Maintenance	2024	$97
Parlier	FRE503509	Mendocino Avenue City Limits to South	AC Overlay	Streets & Roads-Maintenance	2028	$164
Parlier	FRE503513	Mendocino Avenue Dinuba to Huntsman	Chip Seal	Streets & Roads-Maintenance	2024	$97
Parlier	FRE503514	Mendocino Avenue Manning to City Limits	Chip Seal	Streets & Roads-Maintenance	2038	$161
Parlier	FRE503511	Mendocino Avenue Parlier to Manning	Chip Seal	Streets & Roads-Maintenance	2024	$145
Parlier	FRE503510	Mendocino Avenue South to Parlier	AC Overlay	Streets & Roads-Maintenance	2028	$329
Parlier	FRE503516	Newmark Avenue 3rd St. to Fresno	Chip Seal	Streets & Roads-Maintenance	2033	$46
Parlier	FRE503515	Newmark Avenue Fresno to Tuolumne	Chip Seal	Streets & Roads-Maintenance	2033	$63
Parlier	FRE503518	Newmark Avenue South to 3rd St.	Reconstruction	Streets & Roads-Maintenance	2026	$276
Parlier	FRE503517	Newmark Avenue Tuolumne to Manning	Chip Seal	Streets & Roads-Maintenance	2033	$79
Parlier	FRE503522	Parlier Avenue Zediker to City Limits	Chip Seal	Streets & Roads-Maintenance	2026	$51
Parlier	FRE503521	Parlier Avenue Academy to Mendocino	Chip Seal	Streets & Roads-Maintenance	2024	$163
Parlier	FRE503519	Parlier Avenue Madsen to Newmark	AC Overlay	Streets & Roads-Maintenance	2028	$658
Parlier	FRE503520	Parlier Avenue Mendocino to Madsen	AC Overlay	Streets & Roads-Maintenance	2028	$657
Parlier	FRE503525	Tuolumne Street Bigger to K St.	Reconstruction	Streets & Roads-Maintenance	2024	$316
Parlier	FRE503523	Tuolumne Street Fett to Bigger	AC Overlay	Streets & Roads-Maintenance	2027	$115
Parlier	FRE503524	Tuolumne Street K St. to Zediker	Chip Seal	Streets & Roads-Maintenance	2027	$117
Parlier	FRE503528	Zediker Avenue Dinuba to Huntsman	Chip Seal	Streets & Roads-Maintenance	2032	$73
Parlier	FRE503527	Zediker Avenue Manning to Dinuba	Chip Seal	Streets & Roads-Maintenance	2028	$145
Parlier	LSTMP554	Zediker Avenue Parlier to Tuolumne	AC Overlay	Streets & Roads-Maintenance	2025	$147
Parlier	FRE503529	Zediker Avenue South to Parlier	Chip Seal	Streets & Roads-Maintenance	2034	$152
Parlier	FRE503526	Zediker Avenue Tuolumne to Manning	AC Overlay	Streets & Roads-Maintenance	2025	$195
Reedley	FRE503530	11th Street Reconstruction Phase 1; Manning to East Ave	Rehabilitation of roadway and curb ramp upgrades	Streets & Roads-Maintenance	2022	$1,210
Reedley	FRE503531	11th Street Reconstruction Phase 2; East Ave to I St	Rehabilitation of roadway and curb ramp upgrades	Streets & Roads-Maintenance	2023	$3,600
Reedley	FRE503532	11th Street Reconstruction Phase 3; I St to Reed Ave	Rehabilitation of roadway and curb ramp upgrades	Streets & Roads-Maintenance	2024	$1,950
Reedley	FRE503533	Dinuba Avenue Reconstruction Phase 1; RR to East Ave	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2018	$250
Reedley	FRE503534	Dinuba Avenue Reconstruction Phase 2; East to Fisher	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2020	$600
Reedley	FRE503535	Dinuba Avenue Reconstruction Phase 3; Hemlock to Roundabout	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2025	$850
Reedley	FRE500747	I Street; Reed to Dinuba	Reconstruction of roadway, curb ramp upgrades, construct medians, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2025	$5,850
Reedley	FRE503538	Manning Ave Reconstruction Phase 3; Columbia to Buttonwillow	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2023	$1,800
Reedley	FRE503536	Manning Ave Reconstruction Phase 1; I St to Frankwood Ave	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2019	$2,100
Reedley	FRE503537	Manning Ave Reconstruction Phase 2; Frankwood Ave to Columbia	Reconstruction of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2021	$2,400

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Reedley	FRE503539	Reed Avenue Reconstruction Phase 2; Manning to South Ave	Reconstruction of roadway, curb ramp upgrades, overlay, slurry seal, replace water lines	Streets & Roads-Maintenance	2018	$2,100
Reedley	FRE503540	South Reed Avenue; Olson to 11th St	Rehabilitation of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2025	$800
Reedley	FRE503541	South Reed Avenue; 11th to I St	Rehabilitation of roadway, curb ramp upgrades, replace & upsize sewer, & water lines as necessary.	Streets & Roads-Maintenance	2027	$1,700
San Joaquin	FRE500852	Intersection Improvements - Colorado Ave and Manning Ave	In San Joaquin, at the intersection of Colorado Avenue and Manning Avenue, reconstruct and make improvements at intersection.	Streets & Roads-Maintenance	2027	$900
San Joaquin	FRE500851	Intersection Improvements - Idaho Ave and Manning Ave	In San Joaquin, at the intersection of Idaho Avenue and Manning Avenue, reconstruct and make improvements at intersection.	Streets & Roads-Maintenance	2025	$400
San Joaquin	FRE500854	Intersection Improvements - Main St and Manning Ave	In San Joaquin, at the intersection of Main Street and Manning Avenue, reconstruct and make improvements at intersection.	Streets & Roads-Maintenance	2031	$900
San Joaquin	FRE500853	Intersection Improvements - Railroad Ave and Manning Ave	In San Joaquin, at the intersection of Railroad Avenue and Manning Avenue, reconstruct and make improvements at intersection.	Streets & Roads-Maintenance	2029	$400
San Joaquin	FRE500850	Intersection Improvements - Sutter Ave and Manning Ave	In San Joaquin, at the intersection of Sutter Avenue and Manning Avenue, reconstruct and make improvements at intersection.	Streets & Roads-Maintenance	2023	$500
San Joaquin	FRE500816	Street Construction - Elm Ave, California Ave to Colorado Ave	In San Joaquin, on Elm Avenue between California Avenue and Colorado Avenue, construct roadway including curb, gutter, and sidewalk.	Streets & Roads-Maintenance	2024	$2,000
San Joaquin	FRE503542	Street Rehabilitation - 11th Street, Colorado Avenue to California Avenue	In San Joaquin, on 11th Street between Colorado Avenue and California Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2022	$1,600
San Joaquin	FRE503543	Street Rehabilitation - 12th Street, Colorado Avenue to Arizona Avenue	In San Joaquin, on 12th Street between Colorado Avenue and Arizona Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2026	$2,000
San Joaquin	FRE503544	Street Rehabilitation - 5th Street, Colorado Avenue to California Avenue	In San Joaquin, on 5th Street between Colorado Avenue and California Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2027	$1,800
San Joaquin	FRE503545	Street Rehabilitation - 6th Street, Colorado to End	In San Joaquin, on 6th Street between Colorada Avenue and dead end, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2027	$1,500
San Joaquin	FRE503546	Street Rehabilitation - 7th Street, Colorado Avenue to Nevada Avenue	In San Joaquin, on 7th Street between Colorado Avenue and Nevada Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2022	$500
San Joaquin	FRE503547	Street Rehabilitation - 8th Street, Colorado Avenue to Nevada Avenue and California to Arizona Avenue	In San Joaquin, on 8th Street between Colorado Avenue and Nevada Avenue and between Californaia Avenue and Arizona Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2025	$1,600
San Joaquin	FRE503548	Street Rehabilitation - 9th Street, Pine Avenue to California Avenue	In San Joaquin, on 9th Street between Pine Avenue and California Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2025	$3,200
San Joaquin	FRE503549	Street Rehabilitation - Arizona Avenue, 8th Street to End	In San Joaquin, on Arizona Avenue between 8th Street and dead end, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2023	$1,800
San Joaquin	FRE503550	Street Rehabilitation - California Avenue, 3rd Street to 13th Street	In San Joaquin, on California Avenue between 3rd Street and 12th Street, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2029	$3,000
San Joaquin	FRE503551	Street Rehabilitation - Colorado Avenue, Manning Avenue to 6th Street	In San Joaquin, on Colorado Avenue between Manning Avenue and 6th Street, rehabilitate roadway including pavement, curb, gutter, and sidewalk.	Streets & Roads-Maintenance	2021	$900

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San Joaquin	FRE503552	Street Rehabilitation - Colusa Avenue, Manning Avenue to Cherry Lane	In San Joaquin, on Colusa Avenue between Manning Avenue and Cherry Lane, rehabilitate roadway pavement, construct new curb gutter, and sidewalk.	Streets & Roads-Maintenance	2030	$1,700
San Joaquin	FRE503553	Street Rehabilitation - Donna Street	In San Joaquin, on Donna Street between Manning Avenue and dead end, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2028	$850
San Joaquin	FRE503554	Street Rehabilitation - Idaho Avenue, 9th Street to Manning Avenue	In San Joaquin, on Idaho Avenue between 9th Street and Manning Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2024	$1,500
San Joaquin	FRE503555	Street Rehabilitation - Karin Street	In San Joaquin, on Karin Street between Donna Street and Colusa Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2029	$750
San Joaquin	FRE503556	Street Rehabilitation - Main Street, Arizona Avenue to Placer Avenue	In San Joaquin, on Main Street between Arizona Avenue and Placer Street, rehabilitate roadway including pavement, curb, gutter, and sidewalk.	Streets & Roads-Maintenance	2024	$600
San Joaquin	FRE503557	Street Rehabilitation - Main Street, California Avenue to Manning Avenue	In San Joaquin, on Main Street between California Avenue and Manning Avenue, rehabilitate roadway including pavement, curb, gutter, and sidewalk.	Streets & Roads-Maintenance	2025	$2,600
San Joaquin	FRE503558	Street Rehabilitation - Manning Avenue	In San Joaquin, on Manning Avenue between Loggins Drive to Placer Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2030	$5,000
San Joaquin	FRE503560	Street Rehabilitation - Nevada Avenue, 5th Street to 12th Street	In San Joaquin, on Nevada Avenue between 5th Street and 12th Street, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2025	$800
San Joaquin	FRE503561	Street Rehabilitation - Oregon Avenue, Pine Avenue to Manning Avenue	In San Joaquin, on Oregon Avenue between Pine Avenue and Manning Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2027	$2,000
San Joaquin	FRE503562	Street Rehabilitation - Pine Avenue, Railroad Avenue to Manning Avenue	In San Joaquin, on Pine Avenue between Railroad Avenue and Manning Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2025	$2,000
San Joaquin	FRE503563	Street Rehabilitation - Punjab Avenue, Aman Street, Deep Street and 9th Street	In San Joaquin, on Punjab Avenue, Aman Street, Deep Street and 9th Street, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2028	$750
San Joaquin	FRE503564	Street Rehabilitation - Railroad Avenue, Sutter Avenue to Manning Avenue	In San Joaquin, on Railroad Avenue between Sutter Avenue and Manning Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2029	$4,000
San Joaquin	FRE503559	Street Rehabilitation - Railroad Crossing at Manning Avenue	In San Joaquin, on Manning Avenue between Railroad Aveue and Colorado Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2030	$650
San Joaquin	FRE503565	Street Rehabilitation - Railroad Crossing at S. 9th Avenue	In San Joaquin, on S. 9th Street between Railroad Aveue and Colorado Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2029	$650
San Joaquin	FRE503566	Street Rehabilitation - Railroad Crossing at S. Main Street	In San Joaquin, on S. Main Street between Railroad Aveue and Colorado Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2030	$650
San Joaquin	FRE503567	Street Rehabilitation - Railroad Crossing at Sutter Avenue	In San Joaquin, on Sutter Avenue between Railroad Aveue and Colorado Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2029	$650
San Joaquin	FRE503568	Street Rehabilitation - Utah Avenue, Pine Avenue to Manning Avenue	In San Joaquin, on Utah Avenue between Pine Avenue and Manning Avenue, rehabilitate roadway including pavement, curb gutter, and sidewalk.	Streets & Roads-Maintenance	2026	$900
Sanger	FRE503570	5th St. Academy to Harrison	Rehabilitate roadway	Streets & Roads-Maintenance	2020	$780
Sanger	FRE503571	5th St. Bethel to Greenwood	Rehabilitate roadway	Streets & Roads-Maintenance	2025	$780

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Sanger	FRE503569	5th St. Greenwood to Academy	Rehabilitate roadway	Streets & Roads-Maintenance	2035	$820
Sanger	FRE503572	7th St. Greenwood to Academy	Rehabilitate roadway	Streets & Roads-Maintenance	2028	$850
Sanger	FRE503573	8th St. Tucker to Newmark	Rehabilitate roadway	Streets & Roads-Maintenance	2022	$325
Sanger	FRE503575	9th St. Academy to Tucker	Rehabilitate roadway	Streets & Roads-Maintenance	2030	$950
Sanger	FRE503574	9th St. Bethel to Academy	Rehabilitate roadway	Streets & Roads-Maintenance	2021	$1,600
Sanger	FRE503579	Academy Ave - California to Church	Rehabilitate roadway	Streets & Roads-Maintenance	2040	$1,350
Sanger	FRE503577	Academy Ave - Church to 11th Street	Rehabilitate roadway	Streets & Roads-Maintenance	2038	$1,400
Sanger	FRE503576	Academy Ave - North to Central	Rehabilitate roadway	Streets & Roads-Maintenance	2037	$1,100
Sanger	FRE503578	Academy Ave - SR 180 to California	Rehabilitate roadway	Streets & Roads-Maintenance	2040	$1,250
Sanger	FRE503580	Almond Ave. Bethel to Greenwood	Rehabilitate roadway	Streets & Roads-Maintenance	2020	$650
Sanger	FRE503581	Annadale Ave - Academy to Newmark	Rehabilitate roadway	Streets & Roads-Maintenance	2032	$800
Sanger	FRE503582	California Ave. Academy to Quality	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2020	$600
Sanger	FRE503583	Central Ave. Academy to Newmark	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2021	$410
Sanger	FRE503584	Central Ave. Bethel to Academy	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2023	$800
Sanger	FRE503586	Church Ave. Academy to Quality	Rehabilitate roadway	Streets & Roads-Maintenance	2023	$1,400
Sanger	FRE503585	Church Ave. Bethel to Greenwood	Rehabilitate roadway	Streets & Roads-Maintenance	2019	$910
Sanger	FRE503588	Faller Ave. 8th St. to North Ave.	Rehabilitate roadway	Streets & Roads-Maintenance	2023	$1,400
Sanger	FRE503587	Faller Ave. Florence to 8th St.	Rehabilitate roadway	Streets & Roads-Maintenance	2020	$1,500
Sanger	FRE503589	Florence Ave. Academy to Quality	Rehabilitate roadway	Streets & Roads-Maintenance	2021	$650
Sanger	FRE503592	Greenwood Ave - Central to North	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2030	$1,800
Sanger	FRE503590	Greenwood Ave - Jensen to UPRR	Rehabilitate roadway	Streets & Roads-Maintenance	2022	$1,000
Sanger	FRE503591	Greenwood Ave - North to Jensen	Rehabilitate roadway	Streets & Roads-Maintenance	2040	$1,650
Sanger	FRE503593	Jensen Ave. Indianola to Academy	Rehabilitate roadway	Streets & Roads-Maintenance	2038	$1,750
Sanger	FRE503594	Muscat Ave. Academy to 0.2 mi. east of UPRR	Rehabilitate roadway	Streets & Roads-Maintenance	2023	$910
Sanger	FRE503595	Newmark Ave - Rainbow to North	Rehabilitate roadway	Streets & Roads-Maintenance	2026	$950
Sanger	FRE503596	North Ave. Academy to 0.4 mi. east of Newmark	Widen to 2-lane collector and rehabilitate roadway	Streets & Roads-Maintenance	2022	$2,200
Sanger	FRE503597	O' St. 5th St. to North Ave.	Rehabilitate roadway	Streets & Roads-Maintenance	2022	$1,200
Sanger	FRE503598	Quality Ave - Church to California Ave	Rehabilitate roadway	Streets & Roads-Maintenance	2028	$625
Selma	FRE503607	Alphabet Streets Overlay / Rehabilitation	Pavement rehabilitation and ADA upgrade of the alphabet streets between Rose and Floral Avenues	Streets & Roads-Maintenance	2027	$2,000
Selma	FRE503774	Arterial Street Rehabilitation	Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4' strips along Arterials and Major Collectors using a 4' wide paving machine (see attached photos). Crack seal all joints and cracks, place Caltrans type II slurry seal over entire road width and restripe	Streets & Roads-Maintenance	2022	$850
Selma	FRE503599	Floral Avenue Reconstruction - Railroad to Wright	Reconstruct Floral Avenue from the Railroad to Wright Street.	Streets & Roads-Maintenance	2022	$1,200
Selma	FRE503600	High Street Resurfacing	Reconstruct High Street from 1st street to Selma Street	Streets & Roads-Maintenance	2017	$275
Selma	FRE503604	Maintenance Project 2	Jackson, Barbara, Lewis, Dennis, Jasper and Lewis 2500 blocks resurfacing.	Streets & Roads-Maintenance	2032	$1,200
Selma	FRE503606	Maintenance Project 3	Olive, Chestnut, Gaither, Merced & Stillman West of Canal north of Wilson School	Streets & Roads-Maintenance	2032	$650

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Selma	FRE503601	Maintenance Project 4	Mill Street Rehabilitation	Streets & Roads-Maintenance	2027	$350
Selma	FRE503602	Maintenance Project 5	Aspen, Oak, Alton, Gary, F, Curtis & E Street resurfacing.	Streets & Roads-Maintenance	2032	$850
Selma	FRE503605	Maintenance Project 6	Joy, Hope, Love, & Barbara resurfacing.	Streets & Roads-Maintenance	2032	$725
Selma	FRE503603	Maintenance Project 7	Burnham, Huntsman, Jackson & Barbara Resurfacing	Streets & Roads-Maintenance	2032	$814
Clovis	FRE500077	Alluvial & Armstrong: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$400
Clovis	FRE500913	Alluvial, Halifax to Minnewawa	Install Curb, Gutter, Sidewalks and Street Lights, Bike Lanes	Streets & Roads-Operations	2020	$940
Clovis	FRE500085	Alluvial-Clovis to Sunnyside: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$100
Clovis	FRE500095	Ashlan & Highland: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$450
Clovis	FRE500096	Ashlan & McCall: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$600
Clovis	FRE500306	Ashlan-Fowler to Temperance: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$140
Clovis	FRE500270	Ashlan-Loma Vista to McCall: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$70
Clovis	FRE503608	Ashlan-Temperance to Locan: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$140
Clovis	FRE500079	Barstow & DeWolf: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$400
Clovis	FRE500097	Barstow & Leonard: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$500
Clovis	FRE500105	Behymer-Peach to Clovis: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$200
Clovis	FRE500098	Bullard & DeWolf: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500099	Bullard & Leonard: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500080	Bullard & Locan: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$400
Clovis	FRE503609	Bullard-Minnewawa to Fifth: 4LU to 2LU w/ TWLTL	4LU to 2LU w/ TWLTL, Bike Lanes	Streets & Roads-Operations	2022	$8
Clovis	FRE503618	Clovis & Behymer: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE503624	Clovis & Copper: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$500
Clovis	FRE503619	Clovis & International: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE503615	Clovis & Perrin: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500312	Copper-Peach to Minnewawa: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$100
Clovis	FRE500086	DeWolf-Bullard to Barstow: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$55
Clovis	FRE503611	DeWolf-Gettysburg to Ashlan: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$110
Clovis	FRE503610	DeWolf-Shaw to Gettysburg: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$110
Clovis	FRE500309	DeWolf-Shepherd to Teague: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$55
Clovis	FRE503612	DeWolf-Teague to Owens Mountain Pkwy: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$55
Clovis	FRE500974	Fowler, North of SR 168 Westbound on Ramp	Relocate Signal and Provide Southbound to Westbound Right Turn Lane	Streets & Roads-Operations	2022	$250
Clovis	FRE500088	Fowler-Alluvial to Herndon: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$120
Clovis	FRE500081	Gettysburg & DeWolf: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$400
Clovis	FRE500100	Gettysburg & Leonard: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$400
Clovis	FRE500109	Herndon & DeWolf: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500106	International-Peach to Minnewawa: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$110
Clovis	FRE500272	McCall-Shaw to Ashlan: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$250

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Clovis	FRE503614	Minnewawa & Behymer: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500094	Minnewawa-Copper to Teague: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$400
Clovis	FRE500308	Nees & Armstrong: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500311	Nees & Sunnyside: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE500070	Nees-Armstrong to Temperance: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$100
Clovis	FRE500071	Nees-Locan to SR 168: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$200
Clovis	FRE500310	Nees-Willow to Minnewawa: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$200
Clovis	FRE503616	Peach & Behymer: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE503622	Peach & Copper: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$500
Clovis	FRE503617	Peach & International: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE503621	Peach & Plymouth: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$500
Clovis	FRE500325	Peach & Shepherd: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$430
Clovis	FRE500107	Peach-Herndon to Sierra: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$50
Clovis	FRE500976	Peach-Herndon Traffic Signal and Quadrant Intersection Construction	Construct Traffic Signal and Quadrant Intersection	Streets & Roads-Operations	2025	$900
Clovis	FRE500091	Perrin-Willow to Peach: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2025	$152
Clovis	FRE500280	Shaw & Highland: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500271	Shaw & Leonard: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$425
Clovis	FRE500082	Shaw & Locan: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2018	$425
Clovis	FRE500313	Shaw & McCall: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$500
Clovis	FRE500110	Shaw & Thompson: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2020	$425
Clovis	FRE500108	Shaw-Temperance to McCall: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$400
Clovis	FRE503613	Shepherd & Clovis: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500102	Shepherd & Locan: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2018	$400
Clovis	FRE500101	Shepherd to Armstrong: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2022	$425
Clovis	FRE500307	Shepherd to Temperance: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2018	$400
Clovis	FRE500092	Shepherd-Clovis to Fowler: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$200
Clovis	FRE500084	Sierra & Armstrong: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2025	$425
Clovis	FRE500103	Sierra & Peach: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$430
Clovis	FRE500973	State Route 168 at Temperance: Construct Auxillary Lane	Construct Auxillary Lane and Additional Eastbound off Ramp Lane	Streets & Roads-Operations	2025	$3,000
Clovis	FRE503620	Sunnyside & Shepherd: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$430
Clovis	FRE503625	Temperance-Ashlan to Gould Canal: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$200
Clovis	FRE500289	Temperance-Bullard to Shaw: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2020	$300
Clovis	FRE503623	Willow & Copper: Traffic Signal	Traffic Signal	Streets & Roads-Operations	2030	$500
Clovis	FRE500075	Willow-Shepherd to Herndon: Fiber Optics	Fiber Optics	Streets & Roads-Operations	2022	$425
Coalinga	FRE500915	Cambridge/Elm Ave Traffic Signal Project	On Cambridge Ave (SR33) Installation of new traffic signals, new left turn pockets, ADA compliant curb ramps, and crosswalks.	Streets & Roads-Operations	2018	$420

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Firebaugh	FRE500786	Traffic Signal at Clyde Fannon Road and Highway 33	In Firebaugh, at the intersection of Clyde Fannon Road and Highway 33, install a traffic signal.	Streets & Roads-Operations	2025	$650
Fowler	FRE503626	10th Avenue / Merced Street Traffic Signal and Left Turn Pockets	In Fowler at Merced Street / 10th Street - Traffic Signal and Left Turn Pockets	Streets & Roads-Operations	2020	$600
Fowler	FRE500983	Adams / Temperance Traffic Signal	In Fowler at Adams Avenue & Temperance Avenue - Construct Traffic Signal	Streets & Roads-Operations	2025	$350
Fowler	FRE500984	Golden State / Temperance Traffic Signal	In Fowler, Golden St. Blvd & Temperance Ave Construct Traffic Signal	Streets & Roads-Operations	2025	$400
Fresno	FRE500228	Alluvial & Millbrook: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2020	$400
Fresno	FRE503662	Amador & Trinity: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$290
Fresno	FRE503659	Angus & Clinton: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$290
Fresno	FRE503666	Armstrong & Lane: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503643	Ashlan Ave-ITS Wireless from Blackstone to Cornelia: ITS Signal Coordination	ITS Signal Coordination	Streets & Roads-Operations	2022	$2,500
Fresno	FRE503686	Audubon & DelMar: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2035	$401
Fresno	FRE500335	Barstow & Tenth: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE500230	Barstow & Palm: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2022	$400
Fresno	FRE501090	Barstow and Thorne - Traffic Signal	Install traffic signal at school crossing	Streets & Roads-Operations	2025	$290
Fresno	FRE503665	Behymer & Chestnut: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$400
Fresno	FRE500336	Belmont & SR 99 NB Off Ramp: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$400
Fresno	FRE500340	Belmont & SR 99 SB Off Ramp: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$400
Fresno	FRE500337	Belmont & Temperance: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2022	$396
Fresno	FRE500235	Blackstone & Gettysburg: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2025	$263
Fresno	FRE500237	Blackstone & Sierra: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2023	$350
Fresno	FRE503660	Blackstone & Webster: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503684	Blythe & Dakota: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE501092	Blythe & McKinley: New Traffic Signal	Install traffic signal	Streets & Roads-Operations	2030	$433
Fresno	FRE501085	Blythe and Gates - Traffic Signal	Install traffic signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503654	Browning & Fresno: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE500334	Bullard & Dante: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$400
Fresno	FRE500231	Bullard & Forkner: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2023	$400
Fresno	FRE500117	Bullard & Polk: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$361
Fresno	FRE501089	Bullard and Grantland - Traffic Signal	Install traffic signal and pedestrian crosswalk	Streets & Roads-Operations	2025	$390
Fresno	FRE500333	Butler & Willow: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$539
Fresno	FRE503650	Butler & Cedar: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2030	$350
Fresno	FRE503664	Butler & Eighth: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503661	California & Walnut: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$433
Fresno	FRE500229	Cedar & Eleventh: Left Turn Phasing Sig Lt	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2021	$350
Fresno	FRE503667	Cedar & Olympic: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503647	Cedar & Teague: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2030	$350

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno	FRE500253	Champlain & Fox Hill/Hickory Hill: New Traffic Signal	New Traffic Signal with crosswalks and ADA curb ramps.	Streets & Roads-Operations	2020	$390
Fresno	FRE503675	Channing & Dakota: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503676	Chestnut & Dearing: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$290
Fresno	FRE503663	Chestnut & Sommerville: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$361
Fresno	FRE503671	Chestnut & Weldon: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503656	Clinton & Crystal: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503649	Clinton & Fresno: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2030	$433
Fresno	FRE500330	Clovis & Lamona: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE501088	Copper and Willow Intersection and Traffic Signal	Improve intersection with traffic signal and additional turn lanes. Provide pedestrian crossing for Sugar Pine to Copper Trail connection.	Streets & Roads-Operations	2020	$290
Fresno	FRE500245	Cornelia & Dakota: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2023	$390
Fresno	FRE503681	Cornelia & Griffith: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503680	Dakota & Forestiere: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE500328	Dakota & Fowler: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$433
Fresno	FRE503677	Dante-Sierra & Polk: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$450
Fresno	FRE503651	E street & Fresno: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2030	$350
Fresno	FRE500338	Figarden & Sierra: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$401
Fresno	FRE500318	Fresno & Divisadero: Signal Upgrades	Signal Upgrades	Streets & Roads-Operations	2020	$64
Fresno	FRE500360	Fresno & NB SR 99 Off-ramp: Signal Upgrades	Signal Upgrades	Streets & Roads-Operations	2020	$215
Fresno	FRE503648	Fresno & R street: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2030	$350
Fresno	FRE500316	Fresno & SB SR 99 On-ramp: Signal Upgrades	Signal Upgrades	Streets & Roads-Operations	2020	$247
Fresno	FRE500341	Fruit & Jensen: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$433
Fresno	FRE500332	Golden State & Ashlan: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$290
Fresno	FRE503674	Grantland & Shaw: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$1,200
Fresno	FRE501073	H Street and Fresno Street reconfiguration	Remove the existing Fresno/H grade separation and reconstruct as a signalized at-grade intersection with sidewalks.	Streets & Roads-Operations	2035	$3,000
Fresno	FRE503679	Hamilton & Peach: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE503670	Harrison & Shields: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE500129	Herndon Ave & Blackstone: WB Rt Turn Pocket to 500' E on Herndon	WB Right Turn Pocket Extension	Streets & Roads-Operations	2017	$550
Fresno	FRE500227	Hughes & Shields: Left Turn Phasing Sig LT	Left Turn Phasing Sig LT	Streets & Roads-Operations	2020	$433
Fresno	FRE500128	Jensen Ave-Clovis to SR 99: ITS Fiber Coordination	ITS Signal Coordination	Streets & Roads-Operations	2025	$1,500
Fresno	FRE500131	Kings Canyon-Chestnut to Clovis: ITS Signal Coordination	ITS Signal Coordination	Streets & Roads-Operations	2020	$410
Fresno	FRE503673	L Street & Fresno: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503672	L Street & Tulare: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503685	Locan & Shields: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE501071	M Street 2-way conversion from Stanislaus to SR-41	Convert M Street from Stanislaus to SR-41 to 2-way traffic (3 LU with bike lanes)	Streets & Roads-Operations	2030	$4,000
Fresno	FRE503678	Maple/Sommerville & Plymouth: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$390

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Fresno	FRE500342	Marks & Olive: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$396
Fresno	FRE500244	Marks & Sierra: New Traffic Signal	New Traffic Signal including intersection widening, bike lanes and sidewalks	Streets & Roads-Operations	2023	$433
Fresno	FRE503683	Marty & San Jose: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$401
Fresno	FRE503645	Marty & Shaw: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2025	$350
Fresno	FRE503668	Marty & Weber: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503658	McKinley & San Pablo: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE500242	McKinley & SR 99 NB Off Ramp: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2021	$400
Fresno	FRE500283	McKinley & Winery: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$400
Fresno	FRE503682	Milburn & Spruce: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$433
Fresno	FRE503644	Millbrook & Nees: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2020	$350
Fresno	FRE503669	Millbrook & Olympic: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503652	N Street & Tulare: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$510
Fresno	FRE500331	North/Parkway & SR 99 SB Off Ramp: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2030	$800
Fresno	FRE500339	Olive & West: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$350
Fresno	FRE500959	P Street 2-Way Conversion, Divisadero to O Street	Convert P Street, including the O-P Street Diagonal, from one-way to two-way traffic between O Street and Divisadero, including traffic signal modifications, upgraded ADA curb ramps and restriping.	Streets & Roads-Operations	2030	$3,000
Fresno	FRE501091	Palm and Dennett - Traffic Signal	Install traffic signal at school crossing	Streets & Roads-Operations	2030	$300
Fresno	FRE503653	Parkway & Shields: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$290
Fresno	FRE503655	Princeton & West: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$433
Fresno	FRE500285	Shields & Weber: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2020	$795
Fresno	FRE501076	Stanislaus 2-way conversion	Convert Stanislaus to 2-way traffic from SR-99 to P Street	Streets & Roads-Operations	2030	$3,500
Fresno	FRE503657	Tulare & Q Street: New Traffic Signal	New Traffic Signal	Streets & Roads-Operations	2025	$401
Fresno	FRE503646	Tulare & U Street/SR 41 on ramp: Left Turn Phasing	Left Turn Phasing Sig Lt	Streets & Roads-Operations	2025	$350
Fresno	FRE503687	Veterans Boulevard - Herndon Avenue to Shaw Avenue: ITS Signal Coordination	ITS Signal Coordination	Streets & Roads-Operations	2022	$2,250
Fresno County	FRE503627	Academy Avenue Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2027	$920
Fresno County	FRE503628	Adams Ave from Academy to Lac Jac Ave Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2025	$3,310
Fresno County	FRE503630	Adams Ave from Del Rey Ave to Academy Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2038	$1,280
Fresno County	FRE503629	Adams Ave from Temperance Ave to Del Rey Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2032	$2,250
Fresno County	FRE503632	American Ave from Reedley Airport to Hills Valley Rd Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2038	$5,090
Fresno County	FRE503631	American Avenue Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2022	$1,230
Fresno County	FRE503633	Annadale Ave Class II Bike Lane (Chili Ride) Phase III 1.33 Mi E/O Riverbend to Reed	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2020	$1,400
Fresno County	FRE503635	Ashlan and Academy Traffic Signal	Install Traffic signal; widen for northbound and southbound right-turn lane	Streets & Roads-Operations	2032	$1,649
Fresno County	FRE503634	Ashlan and McCall Traffic Signal	Install Traffic signal; widen left-turn lanes for southbound and westbound	Streets & Roads-Operations	2030	$1,707
Fresno County	FRE500969	Auberry & Copper Traffic Signal	Install traffic signal	Streets & Roads-Operations	2018	$742
Fresno County	FRE503637	Auberry and Marina Drive Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2042	$999

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Fresno County	FRE503636	Auberry Rd from SR 168 to Power House No. 1 Road Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2042	$3,270
Fresno County	FRE500971	Behymer & Minnewawa Traffic Signal	Install traffic signal	Streets & Roads-Operations	2027	$819
Fresno County	FRE500963	Belmont & Temperance Traffic Signal	Install traffic signal	Streets & Roads-Operations	2022	$742
Fresno County	FRE503641	Central and Chestnut Traffic Signal Modification	Modify traffic signal; addition of second westbound left-turn lanes	Streets & Roads-Operations	2025	$742
Fresno County	FRE503639	Central Ave Between Bethel Ave to Academy Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2027	$850
Fresno County	FRE503640	Central Ave from Golden State Blvd to Clovis Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2030	$1,740
Fresno County	FRE503642	Dickensen Ave from SR 180 to McMullin Grade Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2028	$4,280
Fresno County	FRE503437	Elkhorn Ave from 0.083 E/O SR 41 to SR 43 Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2028	$7,700
Fresno County	FRE503438	Floral Ave from 0.051 W/O Cherry Ave to 0.625 E/O De Wolf Ave (SELMA C.L.) Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2030	$7,430
Fresno County	FRE500960	Fowler & Olive Traffic Signal	Install traffic signal	Streets & Roads-Operations	2024	$742
Fresno County	FRE500961	Fowler & Shepherd Traffic Signal	Install traffic signal	Streets & Roads-Operations	2024	$1,299
Fresno County	FRE503439	Golden State Blvd and American Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2020	$1,200
Fresno County	FRE503440	Goodfellow Avenue Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2022	$4,300
Fresno County	FRE503441	Greenwood Ave from Central Ave to Sanger SOI Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2027	$260
Fresno County	FRE503443	Herndon and Academy Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2032	$905
Fresno County	FRE503442	Herndon and DeWolf Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2024	$728
Fresno County	FRE503444	Herndon and Locan Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2023	$728
Fresno County	FRE503445	Hills Valley Road Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2022	$3,500
Fresno County	FRE503446	Jefferson and Academy Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2040	$1,748
Fresno County	FRE503447	Jensen Ave from Highland Ave to Sanger SOI Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$2,870
Fresno County	FRE503638	Left turn Lanes: Belmont and Academy	Install left turn lanes at intersection of Belmont and Academy	Streets & Roads-Operations	2032	$1,248
Fresno County	FRE503448	Lincoln Ave from Fig Ave to East Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$1,030
Fresno County	FRE503449	Manning Ave from SR 99 to Bethel Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$5,370
Fresno County	FRE503450	McCall Ave From Shepard Ave to Belmont Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2038	$8,770
Fresno County	FRE503451	Mckinley and Academy Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2034	$1,583
Fresno County	FRE500967	McKinley and Marks Traffic Signal	Install traffic signal	Streets & Roads-Operations	2022	$742
Fresno County	FRE503456	Millerton and Auberry Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2040	$999
Fresno County	FRE503453	Millerton and Brighton Crest Drive Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2042	$999
Fresno County	FRE503454	Millerton and Marina/Winchell Cove Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2042	$999
Fresno County	FRE503455	Millerton and Sky Harbour Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2042	$999
Fresno County	FRE503452	Millerton Road From Auberry Rd to SR 168 Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$5,910
Fresno County	FRE503460	Mountain View Ave from Elm Ave to Tahoe St Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$1,460
Fresno County	FRE503459	Mountain View Road Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2022	$1,750
Fresno County	FRE503458	Mt Whitney Ave from Chateau Fresno Ave to 1000 ft east of Marks Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$5,910
Fresno County	FRE503457	Mt Whitney Ave from Lassen Ave to Chateau Fresno Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2042	$10,390

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE503461	Mt Whitney Ave from SR 145 to Stanislaus Ave Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2042	$14,930
Fresno County	FRE503462	Placer Ave from American Ave to San Joaquin C.L. Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2035	$3,590
Fresno County	FRE503464	Shaw and Academy Traffic Signal	Install Traffic Signal; widen for Northbound & southbound right-turn lanes; Westbound right-turn and left-turn lane; Eastbound right-turn lane	Streets & Roads-Operations	2036	$1,884
Fresno County	FRE503465	Shaw and Leonard Traffic Signal	Install Traffic signal, widen Shaw for second through lane and left-turn lanes	Streets & Roads-Operations	2023	$1,273
Fresno County	FRE503463	Shaw Ave from McCall Ave to Zediker Ave Shoulder Widening	Shoulder Improvement/Bike Lane	Streets & Roads-Operations	2038	$5,330
Fresno County	FRE503467	Shields and Academy Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2036	$1,583
Fresno County	FRE503466	Shields Ave from 0.249 W/O Cornelia Ave to SR 145 Shoulder Widening	Shoulder Improvement	Streets & Roads-Operations	2035	$9,730
Fresno County	FRE500966	Sierra & Van Ness Traffic Signal	Install traffic signal	Streets & Roads-Operations	2035	$742
Fresno County	FRE503468	Stanislaus Ave from Harlan Ave to Mt. Whitney Ave Shouder Widening	Shoulder Improvement	Streets & Roads-Operations	2038	$1,270
Fresno County	FRE503469	Willow and Friant Traffic Signal	Install traffic signal	Streets & Roads-Operations	2042	$1,434
Huron	FRE500810	Los Angeles Ave & Apple Ave Intersection	Installation of new regulatory intersection signage, directional striping and pavement markings, ADA-compliant curb ramps, crosswalks, and street lighting	Streets & Roads-Operations	2018	$600
Kerman	FRE503688	California Avenue Railroad Crossing	Widen and Improve At-Grade Crossing	Streets & Roads-Operations	2028	$750
Kerman	FRE503689	Howard Avenue Railroad Crossing	Widen and Improve At-Grade Crossing	Streets & Roads-Operations	2043	$1,000
Kerman	FRE503692	Kearney and Howard Roundabout	Construct Roundabout	Streets & Roads-Operations	2043	$1,250
Kerman	FRE503690	Kearney and Modoc Roundabout	Construct Roundabout	Streets & Roads-Operations	2025	$1,000
Kerman	FRE503691	Kearney and Sycamore Roundabout	Construct Roundabout	Streets & Roads-Operations	2033	$1,000
Kerman	FRE503693	Madera and California Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2028	$600
Kerman	FRE503694	Madera and Church Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2033	$500
Kerman	FRE503695	Madera and Nielsen Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2033	$500
Kerman	FRE503696	Modoc Avenue Railroad Crossing	Construct At-Grade Railroad Crossing	Streets & Roads-Operations	2033	$1,000
Kerman	FRE503698	Nielsen and Del Norte Roundabout	Construct Roundabout	Streets & Roads-Operations	2033	$1,000
Kerman	FRE503700	Nielsen and Goldenrod Roundabout	Construct Roundabout	Streets & Roads-Operations	2038	$1,000
Kerman	FRE503702	Nielsen and Modoc Roundabout	Construct Roundabout	Streets & Roads-Operations	2043	$1,000
Kerman	FRE503699	Nielsen and Siskiyou Roundabout	Construct Roundabout	Streets & Roads-Operations	2038	$1,000
Kerman	FRE503701	Nielsen and Sycamore Roundabout	Construct Roundabout	Streets & Roads-Operations	2043	$1,000
Kerman	FRE503697	Nielsen and Vineland Roundabout	Construct Roundabout	Streets & Roads-Operations	2033	$1,000
Kerman	FRE503703	Siskiyou Avenue Railroad Crossing	Widen and Improve At-Grade Crossing	Streets & Roads-Operations	2028	$750
Kerman	FRE503706	Whitesbridge and Howard Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2038	$600
Kerman	FRE503704	Whitesbridge and Modoc Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2028	$500
Kerman	FRE503705	Whitesbridge and Sycamore Traffic Signal	Install Traffic Signal	Streets & Roads-Operations	2033	$500
Kingsburg	FRE500986	10th Ave / Kamm Ave Traffic Signal	In Kingsburg at 10th Ave & Kamm Ave Construct Traffic Signal	Streets & Roads-Operations	2025	$400
Kingsburg	FRE503707	18th Ave / SR 99 Interchange Improvements	Correct operational and safety deficiencies at interchange	Streets & Roads-Operations	2030	$25,000
Kingsburg	FRE500987	Bethel Ave / Sierra Street Roundabout	In Kingsburg at Bethel Ave & Sierra Street Construct Roundabout	Streets & Roads-Operations	2025	$400
Kingsburg	FRE500985	Kamm / 18th Avenue Traffic Signal	In Kingsburg at Kamm Ave & 18th Ave Construct Traffic Signal	Streets & Roads-Operations	2025	$350

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Mendota	FRE503708	2nd Street Connection & RRXG	Construct new section of 2nd Street from Naples St to Marie St. in order to provide cross-town connection over railroad, includes curb, gutter, sidewalk, pavement, and new at-grade crossing.	Streets & Roads-Operations	2021	$1,000
Orange Cove	FRE503709	Park & Anchor Traffic Signal	Install traffic signal	Streets & Roads-Operations	2022	$506
Reedley	FRE503710	11th, North, & East Roundabout	Construct roundabout	Streets & Roads-Operations	2035	$3,000
Reedley	FRE503712	Dinuba & Zumwalt Signalization	Install New traffic signal	Streets & Roads-Operations	2030	$300
Reedley	FRE503714	I & 8th Steet Signalization	Install New traffic signal	Streets & Roads-Operations	2025	$275
Reedley	FRE503713	I & Dinuba Roundabout	Construct roundabout	Streets & Roads-Operations	2028	$2,500
Reedley	FRE110121	Install signal interconnnect system on I Street	Install new signal interconnect system on I Street	Streets & Roads-Operations	2028	$150
Sanger	FRE503715	Academy and Butler Traffic Signal	Traffic signal at Academy and Butler Avenues	Streets & Roads-Operations	2032	$500
Sanger	FRE503716	Academy and California Traffic Signal	Traffic signal at Academy and California Avenues	Streets & Roads-Operations	2025	$550
Sanger	FRE503717	Academy and Central Traffic Signal	Traffic signal at Academy and Central Avenues	Streets & Roads-Operations	2031	$550
Sanger	FRE503718	Annadale and Newmark Traffic Signal	Traffic signal at Annadale and Newmark Avenues	Streets & Roads-Operations	2035	$450
Sanger	FRE503719	Bethel and California Traffic Signal	Traffic signal at Bethel and California Avenues	Streets & Roads-Operations	2022	$500
Sanger	FRE503720	Bethel and Central Traffic Signal	Traffic signal at Bethel and Central Avenues	Streets & Roads-Operations	2037	$500
Sanger	FRE503721	Bethel and North Traffic Signal	Traffic signal at Bethel and North Avenues	Streets & Roads-Operations	2029	$450
Sanger	FRE503722	Central and Newmark Traffic Signal	Traffic signal at Central and Newmark Avenues	Streets & Roads-Operations	2039	$450
Sanger	FRE503723	Indianola and California Traffic Signal	Traffic signal at Indianola and California Avenues	Streets & Roads-Operations	2023	$450
Sanger	FRE503724	Jensen and Indianola Traffic Signal	Traffic signal at Jensen and Indianola Avenues	Streets & Roads-Operations	2020	$450
Sanger	FRE503725	North and Greenwood Traffic Signal	Traffic signal at North and Greenwood Avenues	Streets & Roads-Operations	2028	$450
Sanger	FRE503726	North and Newmark Traffic Signal	Traffic signal at North and Newmark Avenues	Streets & Roads-Operations	2040	$450
Selma	FRE500793	2nd Street Traffic Signalization at Hwy 99 Interchange	In Selma, between Bauder and Young, constructing traffic signals at two locations, one northeast and the other southwest of the highway, providing relief of congestion during peak hours at the 2nd Street interchange.	Streets & Roads-Operations	2027	$800
Selma	FRE500864	Highway 43 and Rose Avenue Signalization	In Selma, at the intersection of Highland (Hwy 43) and Rose Avenue, construct traffic signal and associated improvements.	Streets & Roads-Operations	2032	$400
Selma	FRE503727	Purchase Storm Drain Cleaner	The City proposes to purchase either a CNG or clean deisel storm drain cleaner vehicle	Streets & Roads-Operations	2022	$600
Clovis	FRE503728	Ashlan-N/s east of Berndine	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503729	CLOVIS, 1320' N/O SHEPHERD	TRANSIT	TRANSIT	2020	$50
Clovis	FRE503730	Clovis-E/s north of Ashlan	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503732	HERITAGE GROVE MAIN STREET, 200' E/O WILLOW	TRANSIT	TRANSIT	2022	$50
Clovis	FRE503733	HERITAGE GROVE MAIN STREET, 600' E/O MINNEWAWA	TRANSIT	TRANSIT	2028	$50
Clovis	FRE503731	HERITAGE GROVE MAIN STREET, 600' W/O PEACH	TRANSIT	TRANSIT	2022	$50
Clovis	FRE503734	MINNEWAWA, 1000' N/O SHEPHERD	TRANSIT	TRANSIT	2022	$50
Clovis	FRE503736	Minnewawa-W/s at Weldon Elementary	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503735	Minnewawa-W/s north of Rall	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503737	Minnewawa-W/s south of Holland	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503740	Shaw-N/s west of Pollasky	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503739	Shaw-S/s east of Minnewawa	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503738	Shaw-S/s east of Villa	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503741	Sunnyside-W/s btwn Third & Fourth	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503744	Villa-E/s north of Portals	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503742	Villa-W/s just north of Bullard	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503743	Villa-W/s just south of Bullard	TRANSIT: CURB CUT	TRANSIT	2019	$80
Clovis	FRE503746	WILLOW, 1000' N/O INTERNATIONAL	TRANSIT	TRANSIT	2022	$50

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Clovis	FRE503745	WILLOW, 1000' N/O SHEPHERD	TRANSIT	TRANSIT	2022	$50
Fresno Area Express (FAX)	FRE503756	Acquire/Develop Property Along High Frequency Transit Corridors	Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors.	Transit	0	$5,000
Fresno Area Express (FAX)	FRE501099	Associated Transit Improvements	Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting, signage, etc. Annual average $150k.	Transit	0	$4,200
Fresno Area Express (FAX)	FRE501113	California Avenue BRT	Add BRT service to California Avenue transit corridor.	Transit	2022	$25,000
Fresno Area Express (FAX)	FRE501115	Cedar Avenue BRT	Add BRT service to Cedar Avenue transit corridor.	Transit	2030	$75,000
Fresno Area Express (FAX)	FRE501114	Cedar Avenue Transit Corridor BRT Plan	Initial planning and environmental work related to implementing new BRT service on Cedar Avenue.	Transit	2025	$500
Fresno Area Express (FAX)	FRE503755	Circulator Program	Provide transit service to downtown Fresno and/or other high activity/employment centers during peak commute hours. Purchase zero-emission or near-zero-emission vehicles and supporting infrastructure.	Transit	2035	$5,000
Fresno Area Express (FAX)	FRE503748	Complete Fixed Route System Restructure and Title VI Study	Complete Title VI studies related to route restructuring. Implement changes needed to support existing and future markets.	Transit	0	$1,000
Fresno Area Express (FAX)	FRE503749	Conduct Bus Stop Spacing Study and Stop Location Modifications	FAX will evaluate and potentially modify fixed route system bus stop locations to determine best locations for optimal nexus to meet passenger needs and increase system efficiency.	Transit	0	$2,500
Fresno Area Express (FAX)	FRE503750	Evaluate Need for New or Expanded Facilities	FAX will evaluate or hire consulting firm to evaluate need for new or expanded facilities to accommodate future service expansion.	Transit	0	$500
Fresno Area Express (FAX)	FRE501104	FAX Facility Remodel	Remodel of FAX operations and maintenance facilities.	Transit	2023	$20,000
Fresno Area Express (FAX)	FRE501103	Handy Ride	Handy Ride (paratransit) service contract. Annual average $5M (capital maintenance portion annual average $2M).	Transit	0	$125,000
Fresno Area Express (FAX)	FRE503751	Implement TCC Transit Projects	Implement public transit projects/activities that support the California Transformative Climate Communities (TCC) program to reduce greenhouse gases.	Transit	0	$10,000
Fresno Area Express (FAX)	FRE503747	Install Bike Racks	Acquire and install bicycle racks and other bike-related amenities on FAX buses and facilities to encourage bike/bus connections.	Transit	0	$250
Fresno Area Express (FAX)	FRE503759	Intelligent Transportation System (ITS) Technologies	Research and incorporate ITS technologies into FAX operations (e.g., collision avoidance system).	Transit	0	$1,000
Fresno Area Express (FAX)	FRE501110	Kings Canyon BRT Extension	Extend the Kings Canyon BRT corridor to Fancher Creek.	Transit	2019	$1,000
Fresno Area Express (FAX)	FRE503752	Median Running BRT	Median Running BRT on Ventura/Kings Canyon and Blackstone corridor.	Transit	2040	$392,500
Fresno Area Express (FAX)	FRE501109	New DT Transit Station	Develop/build downtown transit station at the new Fresno High-Speed Rail station.	Transit	2025	$15,000
Fresno Area Express (FAX)	FRE501105	Park and Ride Lots	Construction of park and ride lots to serve transit corridors.	Transit	2023	$10,000
Fresno Area Express (FAX)	FRE503753	Partner with MPO to Align with SCS	Partner with MPO to align limited resources with adopted SCS goals and strategies.	Transit	0	$2,000
Fresno Area Express (FAX)	FRE503754	Partner with TNC Providers to Improve Transportation Options	Partner with transportation network company (TNC) providers to offer transportation alternatives/services and improve transportation options in the region.	Transit	0	$2,000
Fresno Area Express (FAX)	FRE501102	Planning Projects	Various planning projects to support FAX service. Annual average $500k.	Transit	0	$12,500
Fresno Area Express (FAX)	FRE501100	Preventive Maintenance	Maintain/repair all FAX facilities and vehicles as needed. Annual average $8M.	Transit	0	$200,000
Fresno Area Express (FAX)	FRE501096	Purchase 60-foot Articulated Buses	Purchase 60-foot articulated transit buses to increase passenger capacities as ridership increases.	Transit	0	$20,000
Fresno Area Express (FAX)	FRE501097	Purchase Replacement Buses	Purchase 30', 40', 60' buses, and paratransit vehicles to replace end-of-life vehicles in FAX fleet.	Transit	0	$56,000

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Fresno Area Express (FAX)	FRE503757	Purchase Zero-Emission or Near-Zero Emission Buses	Purchase zero-emission (e.g., electric) and near-zero emission buses for transit service.	Transit	0	$21,250
Fresno Area Express (FAX)	FRE501116	SEGA BRT Extension	Extension of BRT service to South East Growth Area (SEGA).	Transit	2030	$3,000
Fresno Area Express (FAX)	FRE503758	Service Expansion Operating Support	Pursue funding for operating support for new/expanded services, including new BRT services on highly utilized corridors, like Shaw, Cedar, Shields, etc.	Transit	0	$15,000
Fresno Area Express (FAX)	FRE501112	Shaw Avenue BRT	Add BRT service to Shaw Avenue transit corridor.	Transit	2023	$100,000
Fresno Area Express (FAX)	FRE501111	Shaw Avenue Transit Corridor BRT Plan	Initial planning and environmental work related to implementing new BRT service on Shaw Avenue.	Transit	2020	$500
Fresno Area Express (FAX)	FRE501098	Support Vehicles	Purchase replacement support vehicles for FAX maintenance and operations.	Transit	0	$1,500
Fresno Area Express (FAX)	FRE501101	Tire Lease	Tire lease contract for FAX fleets. Annual average $325k.	Transit	0	$8,125
Fresno Area Express (FAX)	FRE501106	Transit Security Projects	Security and safety projects on buses and at transit stations/stops and facilities, including generator upgrades; building and lot access control; video surveillance; improved lighting; fire safety systems; etc.	Transit	0	$4,000
Fresno Area Express (FAX)	FRE501108	Wi-Fi on FAX Buses	Make Wi-Fi available for passengers on all FAX fixed route and paratransit vehicles.	Transit	0	$500
Fresno County Rural Transit Agency (FCRTA)	FRE503760	Bike racks	Bike Racks at, FCRTA facilities, bus stops, and within FCRTA buses providing service within the 13 incorporated Cities	Transit	2018	$50
Fresno County Rural Transit Agency (FCRTA)	FRE503764	Bus replacement	Countywide bus replacement	Transit	2025	$16,000
Fresno County Rural Transit Agency (FCRTA)	FRE503761	Bus Shelters	Bus Shelters at FCRTA bus stops within the 13 incorporated Cities	Transit	2019	$100
Fresno County Rural Transit Agency (FCRTA)	FRE503762	Camera System	Camera System for FCRTA providing service to the 13 incorporated Cities	Transit	2018	$350
Fresno County Rural Transit Agency (FCRTA)	FRE503763	CNG stations	CNG filling stations within the 13 incorporated Cities	Transit	2025	$1,300
Fresno County Rural Transit Agency (FCRTA)	FRE503768	Coalinga EV Express	In addition to existing transit service, route info: Coalinga-33-196-268-41-Fresno, twice daily w/ EV.	Transit	2020	$375
Fresno County Rural Transit Agency (FCRTA)	FRE503767	Del Rey to Sanger Expanded Service	Expanded service hours and adding Sat to existing 5 days a week service	Transit	2020	$375
Fresno County Rural Transit Agency (FCRTA)	FRE503765	Dispatch Center	Dispatch Center within a small city along Highway 99	Transit	2019	$200
Fresno County Rural Transit Agency (FCRTA)	FRE503766	EV chargers	EV Charging Stations within the 13 incorporated Cities	Transit	2020	$7,500
Fresno County Rural Transit Agency (FCRTA)	FRE503770	Maintenance Facility	Maintenance Facility within a small city along Highway 99	Transit	2019	$4,000
Fresno County Rural Transit Agency (FCRTA)	FRE503769	Orange Cove EV Express	In addition to existing transit service, route info: OC-Manning-180-Fresno, twice daily w/ EV.	Transit	2020	$375
Fresno County Rural Transit Agency (FCRTA)	FRE503771	West Park to Fresno New Service	New transit service, route info: West Park-Jensen-41-Fresno Courthouse Park, twice daily w/ Diesel bus.	Transit	2020	$375

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Huron	FRE503772	Bus Stop & Shelter - Pharmacy	Installation of bus stop & shelter near future pharmacy (Adventist Health) for Fresno Rural Transit and City Demand Response Buses	Transit	2022	$10
Huron	FRE503773	Bus Stop & Shelter - US Post Office	Installation of bus stop & shelter near US Post Office for Fresno Rural Transit and City Demand Response Buses	Transit	2022	$10
San Joaquin	FRE500846	Cars (CNG or Diesel)	In San Joaquin, the project would acquire three cars (40K EA) for the City Public Works Department.	Transit	2023	$120
San Joaquin	FRE500860	CNG Fast Fill Station	In San Joaquin, the project would construct a CNG Fast Fill Station for the City Public Works Department.	Transit	2023	$1,200
San Joaquin	FRE500858	Pick-ups (CNG or Diesel)	In San Joaquin, the project would acquire twelve pick-ups (50K EA) for the City Public Works Department.	Transit	2028	$600
San Joaquin	FRE500849	Sweepers (CNG or Diesel)	In San Joaquin, the project would acquire two sweepers (350K EA) for the City Public Works Department.	Transit	2025	$700
San Joaquin	FRE500847	Tractors (CNG or Diesel)	In San Joaquin, the project would acquire two tractors (125K EA) for the City Public Works Department.	Transit	2032	$250
San Joaquin	FRE500859	Trailer Vacuum	In San Joaquin, the project would acquire one trailer vacuum for the City Public Works Department.	Transit	2029	$350
San Joaquin	FRE500848	Vacuum Trucks (CNG or Diesel)	In San Joaquin, the project would acquire two vacuum trucks (600K EA) for the City Public Works Department.	Transit	2027	$1,200
Selma	FRE500865	Transit Stop at Rose Avenue and Highway 43	In Selma, on the east side of Highway 43 on Rose Avenue, construct a transit stop on City of Selma property, outside the street right-of-way. Transit stop to include a bus shelter, landscaping, and other site amenities.	Transit	2025	$275
					Subtotal Constrained Projects Less FTIP Projects:	$6,022,404
FTIP Projects						
Clovis	FRE150044	Grouped Projects for Bicycle and Pedestrian Facilities in City of Clovis	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Bicycle and Pedestrian facilities (both motorized and non-motorized)	Bike & Pedestrian	n/a	$8,324
Clovis	FRE150020	Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto	Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto; Construct curb, gutter, bicycle lanes, sidewalks, retaining walls, ADA compliant ramps and drive approaches, and striping	Bike & Pedestrian	2019	$329
Clovis	FRE111372	Sierra Gateway Future Regional Trail Improvements	On the north side of Owens Mountain Pkwy, from DeWolf Ave to Enterprise Ave (Phase III), and on the north side of SR 168, from Nees Ave to Enterprise Canal (Phase IV) , construct a 12-foot asphalt trail including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities. On the Sierra Gateway Regional Trail north of SR 168, from Shepherd Ave to DeWolf Ave, south of Harlan Ranch; construct an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities (Phase II Residual).	Bike & Pedestrian	2021	$6,080
Firebaugh	FRE190004	8th St Pedestrian Facilities Rehab and Construction: P to SR33	8th Street from P St to SR33; Rehab and Construction of pedestrian facilities, including sidewalks, curb, gutter, and ramps	Bike & Pedestrian	n/a	$343
Fowler	FRE130043	Golden State Class I Bike Path Phase 2 from Manning to South	Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path	Bike & Pedestrian	n/a	$191
Fowler	FRE090123	Golden State Corridor Bicycle / Pedestrian Trail	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	Bike & Pedestrian	n/a	$210

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Fresno	FRE020133	Grouped Projects for Bicycle and Pedestrian Facilities-Non-Motorized (Trails) [FRESNO]	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Bicycle and Pedestrian facilities (both motorized and non-motorized)	Bike & Pedestrian	n/a	$5,039
Fresno	FRE170024	Olive Ave Streetscape	Olive Ave from Yosemite to Roosevelt; streetscape, sidewalk and median improvements including high visibility crosswalks, curb extensions, widened sidewalks, minimized/reduced driveway curb cuts, new landscaping, and median widening and repair.	Bike & Pedestrian	n/a	$1,273
Kingsburg	FRE170020	Grouped Projects for Bicycle and Pedestrian Facilities in City of Kingsburg	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Bike & Pedestrian	n/a	$263
Orange Cove	FRE170022	Grouped Projects for Bicycle and Pedestrian Facilities in City of Orange Cove	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Bike & Pedestrian	n/a	$86
Parlier	FRE170014	Grouped Projects for Bicycle and Pedestrian Facilities in City of Parlier	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Bike & Pedestrian	n/a	$408
Reedley	FRE170015	Grouped Projects for Bicycle and Pedestrian Facilities in City of Reedley	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Bike & Pedestrian	n/a	$901
Sanger	FRE150059	Grouped Projects for Bicycle and Pedestrian Facilities in City of Sanger	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Bike & Pedestrian	n/a	$565
Various Agencies	FRE150045	Grouped Projects for Bicycle and Pedestrian Facilities and Plans funded with Active Transportation Program (ATP) Funding	Projects are consistent with 40 CFR Part93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized)	Bike & Pedestrian	n/a	$1,229
Various Agencies	FRE170001	Grouped Projects for Bicycle and Pedestrian Facilities and Plans funded with Statewide Small Urban/Rural Active Transportation Program (ATP) Funding	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized)	Bike & Pedestrian	n/a	$3,024
Caltrans	FRE111351	I5-SR 198 Interchange	Interchange Improvements(Measure C Project L in the Rural Regional Program)	Streets & Roads-Capacity Increasing	2029	$18,236
Caltrans	FRE111352	SR 99 @ American Avenue Interchange	American Ave @ SR 99-Interchange Improvements(Measure C Project RK in the Rural Regional Program)	Streets & Roads-Capacity Increasing	2027	$59,821
Caltrans	FRE111355	SR 99 Interchange-North & Cedar	North/Cedar/SR 99-Improve Interchange(Measure C Project M in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2029	$96,048
Clovis	FRE111348	Herndon: Temperance to Locan-Widen from 2 LU to 6 LD	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk; bike lanes(part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348)	Streets & Roads-Capacity Increasing	2020	$4,266
Clovis	FRE111347	Herndon-Locan to DeWolf: Widen from 2 LU to 6 LD	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk; bike lanes(part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348)	Streets & Roads-Capacity Increasing	2020	$4,266
Clovis	FRE170003	Nees Ave Street Improvements - Minnewawa to Clovis	On Nees Ave from Minnewawa to Clovis Ave; road widening and reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, adjusting existing utilities, modifying existing traffic signal signalization, installing traffic striping, markings and signage, and street lights.	Streets & Roads-Capacity Increasing	2020	$1,841
Clovis	FRE150002	Peach Avenue from South of Vartikian to Palo Alto - Widen and Rehab	Peach Avenue from South of Vartikian to Palo Alto; widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Streets & Roads-Capacity Increasing	2019	$212

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Clovis	FRE170005	Villa-Minnewawa Street Improvements from Herndon to Alluvial	Villa-Minnewawa Ave from Herndon Ave to Alluvial Ave. Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Streets & Roads-Capacity Increasing	2021	$2,041
Fresno	FRE111343	California-Fruit to Ventura 2 LU to 4 LD	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2020	$9,384
Fresno	FRE111353	Herndon @ SR 99-Widen Undercrossing	Widen Undercrossing to 5 LN(Measure C Project K8 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2027	$26,365
Fresno	FRE111350	Herndon-Milburn to Polk: 4LD to 6LD	Widen Herndon, Polk to Milburn from 4LD to 6 LD and widen BNSF Overpass Bridge to 6 LN(Measure C Project K11 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2020	$12,619
Fresno	FRE111346	Herndon-Polk to Weber : 4Ld to 6LD	Widen from 4 LD to 6 LD(Measure C Project K10 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2027	$2,931
Fresno	FRE111316	Peach Ave, Jensen to Butler - Widen to 4 Lanes	Widen Peach, Jensen to Butler to 4 Lanes(Measure C Project I2A, I2B, I2C in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	$4,484
Fresno	FRE111312	Ventura, SR 41 to SR 99 Widen from 4LU to 4 LD	Widen to 4 LN Divided Arterial(Measure C Project F in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2027	$3,427
Fresno	FRE111328	Veterans Blvd Barstow to Bullard-Bryan-New 6 LD Super Arterial, Freeway Interchange & Grade Seperation @ SR 99	Veterans Blvd Barstow to Bullard-Bryan. New 6 LD Super Arterial, Freeway Interchange & Grade Seperation @ SR 99(Measure C Project N1 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2019	$61,455
Fresno	FRE111329	Veterans Blvd-New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon	New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon (per NEPA)(Measure C Project N2 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2020	$55,254
Fresno	FRE111307	Willow, Herndon to Alluvial: Widen to 3 Southbound Lanes	Widen to 3 SB Lanes(Measure C Project D7 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	$5,752
Fresno	FRE111306	Willow-International to Copper Southbound: Widen to 3 Lanes	Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2025	$783
Caltrans	FRE040501	Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads-Maintenance	n/a	$87,420
Clovis	FRE130064	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Clovis)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$4,184
Clovis	FRE111375	Minnewawa, Barstow-Bullard	Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete gridning and utility relocations.	Streets & Roads-Maintenance	2021	$310
Clovis	FRE111373	Replace Bridge #42C0494-N Leonard Ave. over Enterprise Canal, 0.16 MI South of Bullard	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	Streets & Roads-Maintenance	2022	$1,075
Clovis	FRE111371	Road Rehabilitation on Shaw from Armstrong-Temperance	Road Rehabilitation on Shaw, from Armstrong-Temperance	Streets & Roads-Maintenance	2021	$640
Coalinga	FRE170017	Coalinga Alley Paving in Various Locations	Alley #29 between Forest and Elm, Alley #30-33 between Glenn and Hawthorne and Alley #34-35 between Pleasant and Houston; Pave seven dirt/gravel alleyways.	Streets & Roads-Maintenance	n/a	$530
Fresno	FRE090611	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-AC Overlays (City of Fresno)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$13,632
Fresno	FRE020617	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-AC Overlays (Fresno)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$1,510

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno County	FRE130007	American Ave Reconstruction from SR 99 to Temperance Avenue	American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard.	Streets & Roads-Maintenance	2019	$2,832
Fresno County	FRE130076	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	Streets & Roads-Maintenance	n/a	$1,939
Fresno County	FRE130078	Bridge No. 42C0268-Millerton Road Over Little Dry Creek, 1.8 Mile E of Auberry Road	BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON.	Streets & Roads-Maintenance	n/a	$1,935
Fresno County	FRE090621	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-AC Overlays-Fresno County-RSTP	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$10,074
Fresno County	FRE070201	Rehabilitation, repair, reconstruction	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	Streets & Roads-Maintenance	2018	$2,425
Fresno County	FRE111376	Replace Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd	Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON)	Streets & Roads-Maintenance	n/a	$6,144
Fresno County	FRE130082	Replace Bridge No. 42C0264-Jose Basin Road Over Bald Mill Creek	BRIDGE NO. 42C0264, JOSE BASIN RD, OVER BALD MILL CREEK, 2.3 MI NE/O AUBERRY RD. Replace existing one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	Streets & Roads-Maintenance	n/a	$2,313
Fresno County	FRE130083	Replace Bridge No. 42C0496-N Del Rey over Fresno Canal	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace existing timber one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	Streets & Roads-Maintenance	n/a	$1,900
Mendota	FRE170028	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Mendota)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$3,491
Parlier	FRE170025	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Parlier)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing	Streets & Roads-Maintenance	n/a	$229
Parlier	FRE170019	Merced/Tuolumne St Alley Paving from K to Zediker	Alley between Merced and Tuolumne from from K St to Zediker Ave; Paving and installation of valley gutter of the four unpaved alley segments.	Streets & Roads-Maintenance	n/a	$389
Reedley	FRE130016	Manning Avenue Reconstruction/Overlay from I St to Buttonwillow	Manning Avenue from I Street to Buttonwillow Avenue; overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping. 3-stage project: Stage 1, I Street to Frankwood Ave, Stage 2: Frankwood to Columbia, Stage 3: Columbia to Buttonwillow	Streets & Roads-Maintenance	2024	$5,826
Sanger	FRE070617	Academy Ave Reconstruction	Academy Ave between North and 11th. Combination overlay/reconstruction and widening to add turn lanes.	Streets & Roads-Maintenance	2018	$2,593
Sanger	FRE170004	Bethel Ave Rehabilitation from Annadale Ave to Jensen Ave	Bethel Ave from Annandale Ave to Jensen Ave. Grind/Overlay, Widening and bicycle lanes. Replacement of existing damaged curb and gutter, sidewalk, and other concrete improvements, and construction of curb ramps where they are non-compliant.	Streets & Roads-Maintenance	2020	$882

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Selma	FRE170026	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Selma)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacingand/or rehabilitation	Streets & Roads-Maintenance	n/a	$2,347
Various Agencies	FRE071003	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program	Lump-Sum Bridge Preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories-Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads-Maintenance	n/a	$36,761
Various Agencies	FRE130065	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - Various Agencies	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation	Streets & Roads-Maintenance	n/a	$3,196
Various Agencies	FRE071007	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation Program	Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories-Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Streets & Roads-Maintenance	n/a	$138,382
Caltrans	FRE130063	180 West Freeway Landscaping-Brawley to Teilman	In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting.	Streets & Roads-Operations	n/a	$4,572
Caltrans	FRE040401	Grouped Projects for Safety Improvements-HSIP Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$3,313
Clovis	FRE110103	Shepherd/Minnewawa Traffic Flow Improvements	Shepherd/Minnewawa Intersection; Traffic Signal Installation	Streets & Roads-Operations	2018	$488
Fresno	FRE130036	Clinton and Valentine Traffic Signal	Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal	Streets & Roads-Operations	n/a	$753
Fresno	FRE170012	Grouped Projects for Safety Improvements - Traffic Signals	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	Streets & Roads-Operations	n/a	$553
Fresno	FRE090137	Grouped Projects for Safety Improvements-Fresno (ITS)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$4,506
Fresno	FRE092610	Grouped Projects for Safety Improvements-Fresno (Signal Installation)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$554

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Fresno	FRE130037	ITS Freeway Crossings-City Wide	Traffic Signal Synchronization of Arterials and Freeway Crossings: 14 Crossing Locations and 28 Signals City Wide; Install ITS Communications, 2070 controllers, cameras, cabinets, and some detection.	Streets & Roads-Operations	n/a	$2,643
Fresno	FRE170027	Marks and Nielson Traffic Signal	Intersection of Marks Ave and Neilson Ave; Traffic Signal Installation.	Streets & Roads-Operations	n/a	$388
Fresno Council of Governments	FRE001101	Planning, Programming and Monitoring	Planning, Programming and Monitoring.	Streets & Roads-Operations	n/a	$1,197
Fresno County	FRE150024	Adams from Cherry to Clovis; Shoulder Improvements	Adams Avenue from Cherry Avenue to Clovis Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way.	Streets & Roads-Operations	n/a	$848
Fresno County	FRE090130	Grouped Projects for Shoulder Improvements in Fresno County	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Shoulder Improvements	Streets & Roads-Operations	n/a	$3,958
Fresno County Transportation Authority	FRE111334	Golden State Corridor Improvements	Corridor Improvements from American to Tulare County Line(Measure C Project F in the Rural Regional Program)	Streets & Roads-Operations	n/a	$48,764
Huron	FRE020135	Lassen Avenue Traffic Signals	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	Streets & Roads-Operations	2018	$335
Kerman	FRE170007	Grouped Projects for Non Capacity Widening (no additonal travel lanes) - Kerman	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads-Operations	n/a	$252
Mendota	FRE190003	Citywide RailRoad Crossing Improvements	SR33 RRXG between Bass Ave and SR 180 intersection, 9th St RRXG between Marie St and Naples St, and W. Belmont Ave RRXG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction	Streets & Roads-Operations	n/a	$832
Mendota	FRE150035	Derrick (SR180) and Oller (SR33) Roundabout	City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout	Streets & Roads-Operations	n/a	$1,500
Orange Cove	FRE190005	E. Railroad Ave Culvert Replacement	East Railroad Ave from Thirds St to 200' West; Replace existing culverts, construct paving and install storm drain pipeline	Streets & Roads-Operations	n/a	$136
Parlier	FRE130060	Academy Ave./5th St. Intersection Improvements	Construction of 5th St. between Academy Ave. and Sierra Ave. Project involves the extension of the Consolidated Irrigation District (CID) culvert which is situated underneath Academy Ave. at this location.	Streets & Roads-Operations	2018	$358
Raisin City Elementary School District	FRE150040	CNG Conversion of Light Truck	CNG Conversion of Light Truck	Streets & Roads-Operations	n/a	$8
Selma	FRE170021	Street Sweeper Purchase for the City of Selma	Purchase new fuel-efficient street sweeper for the City of Selma that utilizes cleaner burning fuel technology.	Streets & Roads-Operations	n/a	$250
Various Agencies	FRE170011	Grouped Projects for Purchase of new buses to replace existing vehicles - School Buses	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Streets & Roads-Operations	n/a	$2,994
Various Agencies	FRE071010	Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$9,459

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST ($1,000)
Various Agencies	FRE091001	Grouped Projects for Safety Improvements-SHOPP Mandates Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$4,074
Various Agencies	FRE071004	Grouped Projects for Safety Improvements-SHOPP Mobility Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	Streets & Roads-Operations	n/a	$26,902
Fresno Area Express (FAX)	FRE021510	Associated Transit Improvements	Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers.	Transit	n/a	$1,125
Fresno Area Express (FAX)	FRE021506	Capital Lease	Capital Lease - Vehicle Tire Lease	Transit	n/a	$1,313
Fresno Area Express (FAX)	FRE021504	Contracted Paratransit	Contracted Paratransit Service Operations	Transit	n/a	$18,750
Fresno Area Express (FAX)	FRE021507	Nonrevenue Vehicle Replacement/Expansion	FAX Nonrevenue Vehicle Fleet Expansion/Replacement	Transit	n/a	$500
Fresno Area Express (FAX)	FRE130073	Paratransit Vehicle and Equipment Purchase	Purchase replacement paratransit cutaway buses, other revenue vehicles (like sedans), and associated radio/GPS and video equipment.	Transit	2017	$300
Fresno Area Express (FAX)	FRE130081	Project Administration	Project administration for FAX capital program.	Transit	n/a	$750
Fresno Area Express (FAX)	FRE021501	Section 5307 Planning Projects	Various Planning Projects/FCOG Staff/Annual Planning Expenses and Special Projects	Transit	n/a	$1,500
Fresno Area Express (FAX)	FRE021503	Section 5307 Preventive Maintenance	Preventive Maintenance Expense	Transit	n/a	$30,750
Fresno Area Express (FAX)	FRE021502	Various Planning Projects	Various Planning Projects/FAX Staff/Annual Planning Expenses and Special Projects	Transit	n/a	$1,500
Fresno County Rural Transit Agency	FRE111358	Fresno County Rural Transit Agency Operating Budget	Annual Operating Budget and Preventive Maintenance	Transit	2035	$16,917
					FTIP Projects:	$923,451
					TOTAL:	$6,945,855

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

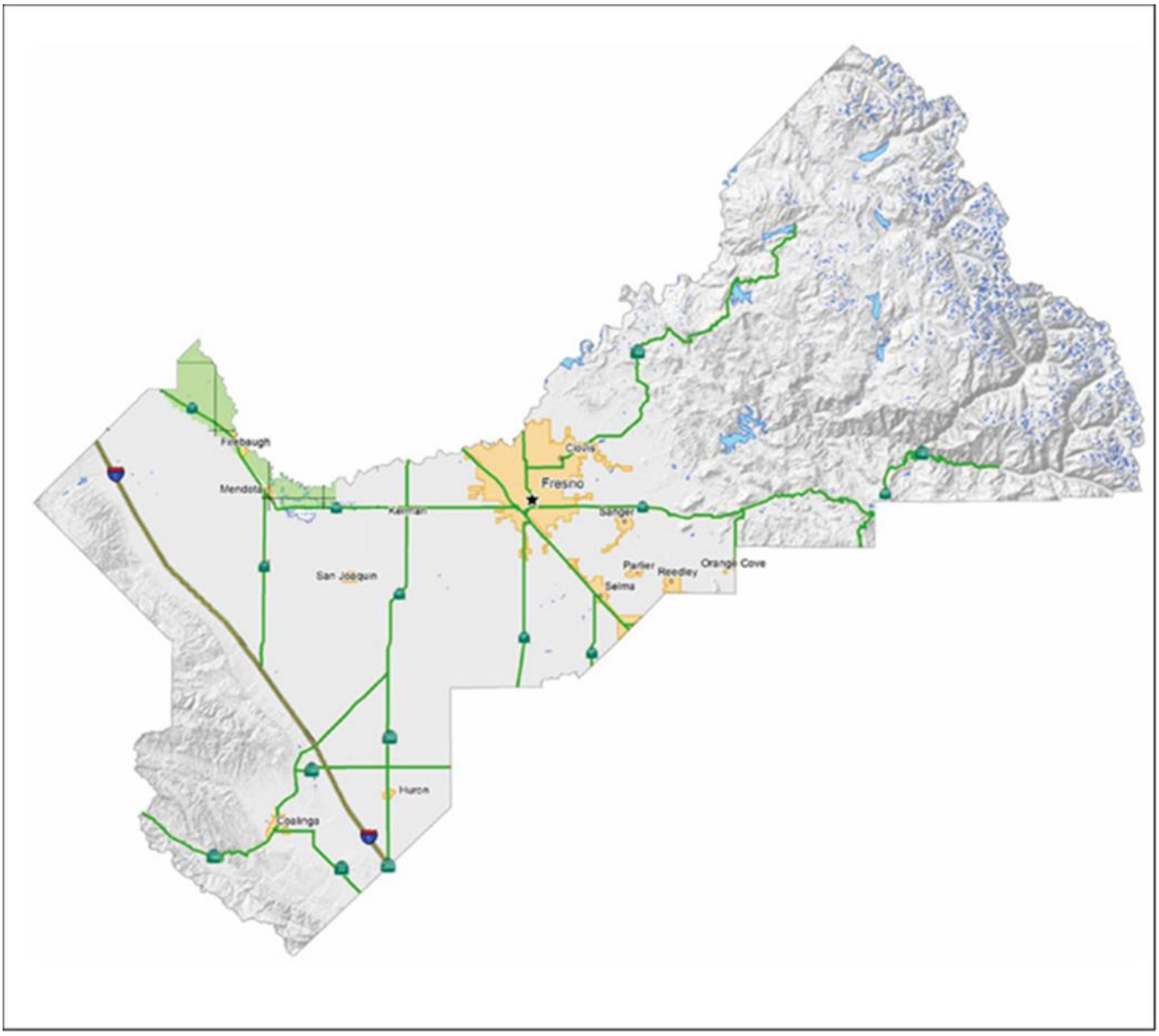
Project Location

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

Findings Pursuant to Section 15091 (a) of the State CEQA Guideline

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, social, technological, or other considerations" 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.)

<u>Impact AQ 3.4.3</u> – 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

<u>Impact HW 3.11.10</u> – 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

<u>Impact SE 3.16.1</u> – 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

Impact AE 3.2.1 - 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.

Impact AE 3.2.4 - 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

✓ **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.

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

✓ **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 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

✓ **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.

✓ **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.

✓ **CC 3.6.1-8 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

Impact CTR 3.7.1 - 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.

Impact CTR 3.7.4 - 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.

Impact 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.

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

Impact EN 3.8.1 - 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.

Impact 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.
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.

Impact 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.

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

Impact 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).

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.

Impact 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.

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.

Impact 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.

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

Impact 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.

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 i**mplemented** 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)

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
AQ 3.4.2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	✓ Significant and unavoidable	✓ Similar (Significant and unavoidable)	✓ Similar (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and 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)

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
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.	✓ Significant and unavoidable	✓ Greater (Significant and unavoidable)	✓ Less (Significant and unavoidable)	✓ Greater (Significant and unavoidable)	✓ Greater (Significant and unavoidable)
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)

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 3.10.7 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)
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)

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 3.11.9 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)
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	✓ 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
airport, would the project expose people residing or working in the project area to excessive noise levels.					
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)

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 3.15.5 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)
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)

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 3.17.4 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)
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.

No Project Alternative

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 - 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
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.	✓ 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 3.2.3-4** 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.		
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
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
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **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
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.	✓ Reference measures under Impact 3.3.1	✓ Reference measures under Impact 3.3.1
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsor
	✓ **AG 3.3.4-4** Prior to final approval of each individual improvement project, the implementing agency should avoid impacts forest lands.	✓ Ongoing over the life of the Plan	✓ 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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
AQ 3.4.1 Conflict with or obstruct implementation of an applicable air quality plan.	✓ None required	✓ Not applicable	✓ Not applicable
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
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
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
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.	✓ 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 3.5.1-6** 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 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.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **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 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.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **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. 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).		
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.	✓ 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 3.5.2-3** 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.		
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	✓ **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.	✓ 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
direct removal, filling, hydrological interruption, or other means.	✓ **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.		
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
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
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.	✓ Ongoing over the life of the Plan	✓ Responsible agencies including Fresno COG

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	▪ 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.	✓ As necessary	✓ Fresno COG and Responsible Agencies
	✓ **<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.	✓ 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
	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
	✓ **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. 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
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **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 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	✓ Implementing agency or project sponsor
	✓ **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.**	✓ Ongoing over the life of the Plan	✓ Fresno COG and other affected/responsible agencies
	✓ **CC 3.6.1-8 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	✓ Fresno COG
	✓ **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.	✓ 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
	➢ Rideshare programs. ➢ Rule 9410 Employer Trip Reductions. ➢ ITS and other TSM projects. ✓ **<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. ✓ **<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 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.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Fresno COG, Fresno County Transportation Authority and Implementing agency or project sponsor ✓ 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
	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 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.	✓ 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
	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. ➢ 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.	✓ 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, 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** 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
	✓ **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	✓ Ongoing over the life of the Plan	✓ Strategic Growth Council and Local agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	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 3.6.1-20 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.	✓ Ongoing over the life of the Plan	✓ Fresno COG
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Fresno COG
CC 3.6.2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	✓ **CC 3.6.2-1** See Mitigation Measures for Impact 3.6.1.	✓ See measures under Impact 3.6.1	✓ See measures under Impact 3.6.1
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	✓ 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
	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.		
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	✓ 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
	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.		
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	✓ 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
	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.		
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
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	✓ **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)).	✓ 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
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.	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.		

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	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)).		

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	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 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.		
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:	✓ 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
	➢ 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		

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	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.		
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.	✓ **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 i**mplementing 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

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ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction. iv) Landslides.			
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
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	✓ 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
	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.		
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
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	✓ **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	✓ 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
sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.	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.		
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
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	✓ **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.	✓ 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
standards or waste discharge requirements.	✓ **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.		
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
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.	✓ 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
	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.		

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ 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.		
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.	✓ 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
	✓ **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.		
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
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	✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agency or project sponsor

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	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.		
HW 3.11.10 Inundation by seiche, tsunami, or mudflow.	✓ Not applicable.	✓ Not applicable	✓ Not applicable
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	✓ **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

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Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
deterioration of the facility would occur or be accelerated.			
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
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.	✓ 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
	✓ **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.		
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.	✓ 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 3.13.4-7** 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.		
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
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
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
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	✓ **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.	✓ 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
performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities.	➢ 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.		
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
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
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	✓ 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
	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.		
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

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Transit agencies
	✓ **TT 3.17.1-11** Project sponsors can and should build or fund a major transit stop within or near the development.	✓ Ongoing over the life of the Plan	✓ Local agencies and project sponsors
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local and transit agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **TT 3.17.1-14** Local jurisdictions can and should require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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	✓ 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. ✓ **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;	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Local agencies ✓ Transit agencies ✓ Local agencies

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.		
	✓ **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 centers and major destinations.	✓ 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
	✓ **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 as bicycle rental and repair, and changing areas with lockers and showers;	✓ Ongoing over the life of the Plan	✓ Local agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ 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.	✓ 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; ➢ Offer a guaranteed ride home for employees who use alternative modes of transportation to commute.	✓ Ongoing over the life of the Plan	✓ Local agencies
	✓ **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;	✓ Ongoing over the life of the Plan	✓ Local agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ 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
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. ✓ **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	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Fresno COG and Implementing agencies ✓ Local agencies and project sponsors

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ 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 ✓ **<u>TT 3.17.2-3</u>** 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.	✓ Ongoing over the life of the Plan	✓ Implementing agency or project sponsors

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	➢ 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.	✓ Ongoing over the life of the Plan ✓ Ongoing over the life of the Plan	✓ Implementing agencies or project sponsors ✓ Local agencies

TABLE B-1 - MITIGATION MONITORING PROGRAM

Impact(s)	Mitigation Measure(s)	Timing of Implementation	Responsible Agency or Party
	✓ **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	✓ 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
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