



2035 Tulare Street, Suite 201  
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[www.ruraltransit.org](http://www.ruraltransit.org)

FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)  
MEETING AGENDA

Date: Thursday, June 28, 2018  
TIME: 5:30 P.M., AFTER the Fresno Council of Governments (FCOG) Meeting  
PLACE: FCOG/FCRTA Offices  
Sequoia Conference Room  
2035 Tulare Street, Suite 201  
Fresno, CA 93726  
(Corner of Tulare and Van Ness Ave. – above Club One  
Park in Underground Garage – Entrance off Tulare & Van Ness Ave.  
Exit Elevator on Tulare St., Turn Left, Enter Lobby Door,  
Up Elevator to Second Floor, Left to Sequoia Conference Room)

**Americans with Disabilities Act (ADA) Accommodation**

The Fresno COG/FCRTA offices and restrooms are ADA accessible. Individuals with disabilities may call (559) 233-4148 / (559) 233-6789 at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting/public hearing. If Fresno COG/FCRTA is unable to accommodate an auxiliary aid or translation request for a public hearing after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

**AB 23 Requirement:** In accordance with the Brown Act and AB23 the amount of stipend paid to members of the Board of Directors for attending this meeting of the Fresno County Rural Transit Agency, is \$50.00.

**1. ROLL CALL**

Public Presentation – This portion of the meeting is reserved for persons wishing to address the FCRTA Board on items within its jurisdiction but not on this Agenda.

NOTE: The public may also comment on any Agenda item, as they are presented, prior to action by the FCRTA Board.

**2. CONSENT ITEMS**

**A. Approve Executive Minutes of May 31, 2018**

**B. FCRTA Drug and Alcohol Policy Update**

**Summary:** On March 6, 2018 the Division of Rail and Mass Transportation (DRMT), Office of Project Management sent out a letter to encourage updates to all 5311 subrecipient agency Drug and Alcohol policies. This update is required by the Federal Transit Administration (FTA) so that drug testing commences nationwide for opioids, specifically four semi-synthetic opioids – hydrocodone, oxycodone, hydromorphone and oxymorphone. An Addendum has been provided that will be added to FCRTA's current, approved Drug and Alcohol Policy. The Addendum language has

been approved by an FTA certified subcontractor hired by the California Association for Coordinated Transportation (CalACT) under the direction of the DRMT Federal Transit Grants Office, and the California Rural Transit Assistance Program (RTAP). This is a federal and state requirement since FCRTA is a recipient of federal and state DOT funding as a public transit operator. The Board approved in April, the updated Drug & Alcohol Policy. Attached is the Drug and Alcohol Addendum for your reference (**ATTACHMENT**).

**Action:** Staff recommends Board approval of Resolution No. 2018-07 for updated Drug and Alcohol Policy.

**C. FCRTA Transportation Development Act (TDA) Claim [APPROVE]**

**Summary:** FCRTA is claiming \$7,889,056 in Transportation Development Act funding in support of the \$11,240,308 FY 2018-19 budget. The TDA Claim is attached for your review (**ATTACHMENT**).

**Action:** Staff recommends Board approval of the TDA claim and adoption of Board Resolution No. 2018-11.

**D. Fresno County Transportation Authority (FCTA) Measure C Allocation FY 2018-19 [APPROVE]**

**Summary:** The estimated FCTA Measure C allocation of \$3,036,072 will be used in the FY 2018-19 FCRTA annual budget for operation and capital expenses. The FCTA Measure C Certification and Claim Form is attached for your review (**ATTACHMENT**).

**Action:** Staff recommends Board approval of the FCTA claim for FY 2018-19 and adoption of Board Resolution No. 2018-09.

**E. FCRTA/FEOC CTSA Rural Transportation Development Act Claim [APPROVE]**

**Summary:** FCRTA/FEOC is claiming \$525,274 in Transportation Development Act (TDA) Article 4.5 funding in support of the 2018-19 Rural Consolidated Transportation Service Agency (CTSA) budget. This is in compliance with the co-designation of the Rural CTSA objectives. The Fresno Rural CTSA OPB is available on Fresno COG's website [fresnocog.org](http://fresnocog.org).

**Action:** Staff recommends Board approval of the TDA claim and adoption of Board Resolution No. 2018-10.

**F. Regional Transportation Plan 2018 Draft Comment Letter from Caltrans [INFORMATION]**

**Summary:** Fresno COG released a revised version of the Draft Conformity Analysis for the Draft 2018 Regional Transportation Plan (RTP) on May 18<sup>th</sup>, 2018 for a 30-day public review and comment period. A comment letter was received by Caltrans and is attached for your information (**ATTACHMENT**).

**Action:** Information only. Direction may be provided at the discretion of the Board.

**G. Request for Proposal (RFP) Update [INFORMATION]**

**Summary:** FCRTA released a Request for Proposals (RFP) on April 10<sup>th</sup>, 2018. The contracted services that went out to bid include Maintenance, Inter-City Fixed Routes, and Intra-City Demand Response Services and could be contracted out as one or all three individually. Bidder's proposals were due on May 17<sup>th</sup>, 2018 at five (5) pm. We received five (5) proposals; three (3) from national companies on all services, the current subcontractor, and one (1) from a member agency, City of



Selma, for maintenance services only. Interviews for the selected bidders were held on June 7<sup>th</sup>, 2018.

FCRTA is a rural transit agency and a Caltrans sub-recipient for Federal Transit Administration (FTA) section 5311 funding and requires approval of this entire procurement process. We have submitted the required documents to Caltrans and are awaiting approval. Staff will return in July with our recommendation.

**Action:** Information only. Direction may be provided at the discretion of the Board.

#### **H. TMTP Consulting RFP Consultant Agreement Extension [APPROVE]**

**Summary:** The Board approved in January, TMTP Consulting to be utilized to provide oversight and support to FCRTA during the RFP process. Based on the projected timeline for transition, the agreement with TMTP Consulting will be extended beyond 6/30/18 to continue supporting FCRTA during the post award transition period in the amount not to exceed \$6,100. TMTP Consulting's proposal to extend the agreement is attached for your review (**ATTACHMENT**).

**Action:** Staff recommends Board approval of TMTP Consulting agreement extension in the amount not to exceed \$6,100.

#### **I. Acquisition of Land in the City of Selma for Maintenance Facility [INFORMATION]**

**Summary:** The Board approved in April, to designate the City of Selma as the preferred location for the FCRTA maintenance facility. Staff has pursued negotiations and planning/environmental efforts for the facility. A Phase 1 Environmental Site Assessment was completed on June 19<sup>th</sup> and the 28 page summary report is attached for your information and the entire 282 page report is available at FCRTA offices. Staff will return in July with a proposed land purchase agreement for the 3.67 acres and the lease agreement for the Selma Fire Department training facility, located on 1.0 acre of the current site (**ATTACHMENT**).

**Action:** Information only. Direction may be provided at the discretion of the Board.

### **3. ACTION ITEMS**

#### **A. Federal Transit Administration (FTA) Section 5311 Application 2018-19 [APPROVE]**

**Summary:** The application to Caltrans for operating assistance will be submitted by July 31<sup>st</sup> via the electronic "Black Cat" system. This funding apportionment is used by FCRTA for the operation of all subcontracted transit services in the annual budget. The application is for \$1,522,098. The application is available on FCRTA's website [ruraltransit.org](http://ruraltransit.org).

**Action:** Staff recommends Board approval of the 2018-19 FTA 5311 operating assistance application to Caltrans and adoption of Board Resolution No. 2018-08.

#### **B. FCRTA 2018-2019 Annual Budget [APPROVE]**

**Summary:** The FCRTA Board initiated the public review process at the April 26<sup>th</sup>, 2018 Board meeting. The Budget has been prepared to reflect the Fresno Council of Governments (FCOG) 2014 Regional Transportation Plan (RTP) and the Short Range Transit Plan for the Rural Fresno County Area for 2018-2022. The Budget and narrative recommends the implementation of programmed service improvements and continuation of existing services. The budget, which may require periodic amendments during the 2018-2019 fiscal year, is available on FCRTA's website [ruraltransit.org](http://ruraltransit.org).

**Action:** Staff recommends Board approval of the FY 2018-19 Budget and adoption of Resolution No. 2018-06.

C. **Month to Month Extension of Current Service Agreement with FEOC [APPROVE]**

**Summary:** The Board approved in February, an amendment to the current FCRTA FEOC agreement to include the option for month-to-month extension beyond 6/30/18. FCRTA will extend the service contract with FEOC to allow time for the completion of the procurement and transition not to exceed three (3) months or September 30<sup>th</sup>, 2018 (7/1/18-9/30/18).

**Action:** Staff recommends Board approval of this month to month extension not to exceed three (3) months from 6/30/18 and authorize the General Manager to execute agreement.

6. **OTHER BUSINESS**

A. **Items from staff**

B. **Items from members**

7. **ADJOURNMENT**



## FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)

### Executive Minutes

Thursday, May 31, 2018 at 7:30 PM before COG Policy Board Meeting  
 COG Sequoia Conference Room  
 2035 Tulare St., Suite 201, Fresno, CA 93721

#### Members Attending:

Mayor Nathan Vosburg, City of Coalinga  
 Mayor Felipe Perez, City of Firebaugh  
 Mayor David Cardenas, City of Fowler  
 Supervisor Sal Quintero, Fresno County  
 Mayor Rey Leon, City of Huron  
 Mayor Rhonda Armstrong, City of Kerman  
 Mayor Michelle Roman, City of Kingsburg  
 Mayor Pro Tem Robert Silva, City of Mendota  
 Mayor Victor Lopez, City of Orange Cove  
 Councilmember Trinidad Pimentel, City of Parlier  
 Councilmember Robert Beck, City of Reedley  
 Mayor Pro Tem Amarpreet Dhaliwal, City of San Joaquin  
 Mayor Pro Tem Scott Robertson, City of Selma

Moses Stites, General Manager  
 Arthur Wille, County Counsel  
 Janelle Del Campo, Associate Transit Planner FCRTA  
 Jeaneen Cervantes, FCOG

#### Absent:

Mayor Frank Gonzalez, City of Sanger

**QUORUM:** At the start of the meeting there were 13 members present representing 100% of the population and there was a quorum to conduct business. (Coalinga, Firebaugh, Fowler, Fresno County, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Selma)

1. ROLL CALL – Meeting called to order at 7:08 p.m.  
 Public Presentation – This portion of the meeting is reserved for persons wishing to address the FCRTA Board on items within its jurisdiction but not on the Agenda.

Note: The public may also comment on any Agenda Item, as they are presented, prior to action by the FCRTA Board.

2. **CLOSED SESSION**

### **CONFERENCE WITH LEGAL COUNSEL – SIGNIFICANT EXPOSURE TO LITIGATION** **Government Code Section 54956.9 (d) (2) (1 Case)**

**A JOINT POWERS AGENCY TO PROVIDE A COORDINATED TRANSIT SYSTEM FOR RURAL FRESNO COUNTY**  
 The Cities of: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma & Fresno County



3. **RETURN TO OPEN SESSION**

4. **CONSENT ITEMS**

- A. Approve Executive Minutes of April 26, 2018 (Attachment)
- B. City of Dinuba Transit Agreement for FY 2018-2019 (Approve)
- C. Kings Area Rural Transit Agreement for FY 2018-2019 (Approve)
- D. San Joaquin Valley Pollution Control District Agreement (APPROVE)
- E. Safety and Security Service Agreements with the Cities of Mendota, Selma, Reedley and Fowler for FY 2018-2019 (Approve)
- F. FCRTA Request for Proposals Update (INFORMATION)
- G. Regional Sustainable Infrastructure Planning Grant (INFORMATION)
- H. Consolidated Transportation Service Agency (CTSA) Operations Program & Budget (OPB) Fiscal Year 2018-2019 (INFORMATION)
- I. West Park Update (INFORMATION)
- J. Acquisition of Land in the City of Selma for Maintenance Facility (INFORMATION)

Mayor Roman (Kingsburg) pulled **Item F**.

A motion was made by Councilmember Silva (Mendota) and second by Councilmember Beck (Reedley) approved balance of consent agenda.

Mayor Roman (Kingsburg) asked for an update on Item F (FCRTA Request for Proposals). Moses responded that it was going very well and pleased to report FCRTA has a total of five (5) proposals one from the current provider and three (3) from national transit firms and we're going to have interviews next Thursday with the firms and we'll be coming back to you with a proposed provider probably in the next board meeting. Mayor Roman (Kingsburg) continues to get complaints and the City of Selma received a letter about problems with scheduling rides. Moses advised the board that FCRTA has a consultant on board to review the RFP very thoroughly and the panelist consist of five (5) individuals – three (3) from transit operators and two (2) staff members. I will be very well represented with regards to what FCRTA is expecting with three priority areas: 1) Safety, 2) Customer Service and 3) Accountability. Those are the three main items that were discussed in the pre-bid conference so we made it very clear as to what FCRTA expectations are.

Mayor Vosburg (Coalinga) made a comment that they have discussed all the issues that are happening with the subcontractor. In the City of Coalinga they do not have this type of issues because the City is hosting the services. He stated that the City gets reimbursed for the services from FCRTA.

The only issue that the city has is shortage of drivers. Mayor also stated that in the RFP there are different things in which Coalinga can jump on board. He stated that he discussed it with the city staff and they both agreed as to why would they jump on board to that scenario and experience those same issues.

Moses replied that FCRTA could operate the entire system and throw out all the bids as well, that is an option. One of the bidders is a local member Agency. Basically the bid indicates we have first right of refusal and so do you as member agencies. Because we do have three (3) cities-Kerman, Coalinga and Reedley who operate their own systems, however we did put that in the bid proposal as an option. Mayor Vosburg (Coalinga) inquired about changing the liability portion on the RFP, Moses responded that is an option.

Mayor Pro Tem Robertson (Selma) asked if they will see a copy of the sample contract? Moses replied, yes you will, it will come before you as well and we may have to transition with the existing provider because of our current situation based on the potential litigation so there may be a transition period I would just caution you.

Mayor Pro Tem Dhaliwal (San Joaquin) asked Moses what is the board's role aside from the panelist and consultant regarding the selection. Plan is to come to the board with proposed provider(s) for the final recommendation and approval by the Board.

A motion was made by Mayor Roman (Kingsburg) and second by Mayor Robertson (Selma). A vote was called and motion carried.

4. **OTHER BUSINESS**

**A. Items from staff**

Moses informed the board that the installation of the security cameras in San Joaquin were completed and the security lighting installation will follow. Currently they are working in Kerman on the security cameras, and lighting will follow. The rest of the cities will follow.

We will be doing an installation of a fast fuel compressed natural gas (CNG) unit in the City of Kingsburg. The local municipalities also have CNG vehicles and it also gives you an opportunity to apply for funding for CNG vehicles.

We're getting five (5) more electric buses in the next 2 weeks. The first one will be coming in tomorrow and next three in middle of June with charging units which will tie in with the relocation of the Maintenance facility and dispatching center as we move closer to Selma as Mayor Vosburg (Coalinga) asked earlier about the new tech money, we did receive funding for the two (2) electric buses for the two Express Routes from Orange Cove to Fresno and Coalinga to Fresno. We should be receiving them by Fall, September or October, it will be exciting to implement those express routes.

Lastly, we plan to work with the City of Selma and the City of Kingsburg on some the youth programs during the summer. We would like to implement those programs with the existing route systems as we need ridership and farebox.

**B. Items from members**

Mayor Pro Tem Robertson (Selma) thanked Moses and FCRTA for helping out with the Boys & Girls Club taking them to swimming lessons and to and from programs.

5. **ADJOURNMENT**

Meeting adjourned at 7:13 p.m.

A motion was made by Mayor Lopez (Orange Cove) and second by Mayor Roman (Kingsburg). A vote was called and motion carried.

Respectfully Submitted,

  
Moses Stites  
General Manager





**BEFORE THE FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2018-07**

In the matter of:

**RESOLUTION ADOPTING THE AMENDED POLICY  
FOR PROHIBITED SUBSTANCE ABUSE TESTING  
(Drug & Alcohol Testing)**

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has prepared a comprehensive Policy for Prohibited Substance Abuse Testing to respond to Federal Mandates through the Federal Transit Administration (FTA) for and in behalf of the United States Department of Transportation (USDOT); and

WHEREAS, the Laws and subsequent regulations may be referenced as 49 Code of Federal Regulations (CFR) Part 653 regarding mandated urine drug testing, Part 654 regarding mandated breath alcohol testing, and as combined and consolidated to become Part 655, as amended, and Part 40, as amended that sets revised standards for the collection and testing of urine and breath specimens; and

WHEREAS, The United States Department of Transportation (USDOT) – Office of Drug and Alcohol Policy and Compliance (ODAPC) has issued an update to USDOT's drug and alcohol testing regulation (49 CFR Part 40). The new regulation has been revised and the changes (summarized below) will become effective on January 1, 2018. Therefore, the Fresno County Rural Transit Agency drug and alcohol testing policy is amended as follows: 1. CHANGES TO THE DRUG TESTING PANEL, 2. BLIND SPECIMEN TESTING, 3. ADDITIONS TO THE LIST OF "FATAL FLAWS", 4. MRO VERIFICATION OF PRESCRIPTIONS, and 5. DEFINITIONS; and

WHEREAS, the above listed changes amend our previously adopted February 26, 2015 Policy for Prohibited Substance Testing Program; and

WHEREAS, said document is to be approved by the Board of Directors, following an expressed opportunity for public comment.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency does hereby adopt its updated and amended Policy For Prohibited Substance Testing Program.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 28<sup>th</sup> day of June, 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed \_\_\_\_\_  
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 28<sup>th</sup> day of June, 2018.

Signed \_\_\_\_\_  
Moses Stites, General Manager



# DRUG AND ALCOHOL POLICY ADDENDUM

## EFFECTIVE: JANUARY 1, 2018

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The United States Department of Transportation (USDOT) – Office of Drug and Alcohol Policy and Compliance (ODAPC) has issued an update to USDOT’s drug and alcohol testing regulation (49 CFR Part 40). The new regulation has been revised and the changes (summarized below) will become effective on January 1, 2018. Therefore, the Fresno County Rural Transit Agency drug and alcohol testing policy is amended as follows:

### 1. CHANGES TO THE DRUG TESTING PANEL

- a. Four new opioids added to the drug testing panel –
  - i. The USDOT drug test remains a “5-panel” drug test; however, the list of opioids for which are tested will expand from three to seven opioids.
  - ii. The “opioid” category will continue to test for codeine, morphine, and heroin; however, the “opioid” testing panel will now be expanded to include four (4) new semi-synthetic opioids:
    1. (1) Hydrocodone, (2) Hydromorphone, (3) Oxycodone, and (4) Oxymorphone.
    2. Common brand names for these semi-synthetic opioids include, but may not be limited to: OxyContin®, Percodan®, Percocet®, Vicodin®, Lortab®, Norco®, Dilaudid®, Exalgo®.
- b. ‘MDA’ will be tested as an initial test analyte
- c. ‘MDEA’ will no longer be tested for under the “amphetamines” category.

### 2. BLIND SPECIMEN TESTING

- a. The USDOT no longer requires blind specimens to be submitted to laboratories.

### 3. ADDITIONS TO THE LIST OF “FATAL FLAWS”

- a. The following three circumstances have been added to the list of “fatal flaws”:
  - i. No CCF received by the laboratory with the urine specimen.
  - ii. In cases where a specimen has been collected, there was no specimen submitted with the CCF to the laboratory.
  - iii. Two separate collections are performed using one CCF.





#### 4. MRO VERIFICATION OF PRESCRIPTIONS

- a. When a tested employee is taking a prescribed medication, after verifying the prescription and immediately notifying the employer of a verified negative result, the MRO must then (after notifying the employee) wait five (5) business days to be contacted by the employee's prescribing physician before notifying the employer of a medical qualification issue or significant safety risk.
  - i. Specifically, in cases where an MRO verifies a prescription is consistent with the Controlled Substances Act, but that the MRO has still made a determination that the prescription may disqualify the employee under other USDOT medical qualification requirements, or that the prescription poses a significant safety-risk, the MRO must advise the employee that they will have five (5) business days from the date the MRO reports the verified negative result to the employer for the employee to have their prescribing physician contact the MRO. The prescribing physician will need to contact the MRO to assist the MRO in determining if the medication can be changed to one that does not make the employee medically unqualified or does not pose a significant safety risk. If in the MRO's reasonable medical judgment, a medical qualification issue or a significant safety risk still remains after the MRO communicates with the employee's prescribing physician, or after five (5) business days, whichever is shorter, the MRO must communicate this issue to the employer consistent with 49 CFR Part 40.327.

#### 5. DEFINITIONS

- a. The term "***DOT, the Department, DOT Agency***"
  - i. Modified to encompass all DOT agencies, including, but not limited to, FAA, FRA, FMCSA, FTA, PHMSA, NHTSA, Office of the Secretary (OST), and any designee of a DOT agency.
  - ii. For the purposes of testing under 49 CFR Part 40, the USCG (in the Department of Homeland Security) is considered to be a DOT agency for drug testing purposes.
- b. The term "***Opiate***" is replaced with the term "***Opioid***" in all points of reference.





- c. The definition of "***Alcohol Screening Device*** (ASD)" is modified to include reference to the list of approved devices as listed on ODAPC's website.
- d. The definition of "***Evidential Breath Testing Device*** (EBT)" is modified to include reference to the list of approved devices as listed on ODAPC's website.
- e. The definition of "***Substance Abuse Professional*** (SAP)" will be modified to include reference to ODAPC's website. The fully revised definition includes:
  - i. A licensed physician (medical doctor or doctor of osteopathy) or licensed or certified psychologist, social worker, employee assistance professional, state-licensed or certified marriage and family therapist, or drug and alcohol counselor (certified by an organization listed at <https://www.transportation.gov/odapc/sap>) with knowledge of and clinical experience in the diagnosis and treatment of drug and alcohol related disorders.

NOTE: The revisions listed in this addendum include only those revisions to 49 CFR Part 40 which may be referenced in our drug & alcohol testing policy. A list of all the revisions made to 49 CFR Part 40 can be found at <https://www.transportation.gov/odapc>.

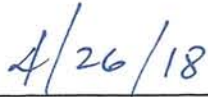
**Addendum Authorization Date:** April 26, 2018

**Authorized Official (Printed Name):** Amarpreet Dhaliwal, Chairman

**Authorized Official (Signature):** \_\_\_\_\_

**Employee (Printed Name):** Moses Stites, General Manager

**Employee (Signature):** \_\_\_\_\_

**Employee Receipt Date:** \_\_\_\_\_



BEFORE THE  
FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2018-11

IN THE MATTER OF:  
TRANSPORTATION  
DEVELOPMENT ACT OF  
1971, AS AMENDED

RESOLUTION ADOPTING A  
LOCAL TRANSPORTATION  
FUND AND STATE TRANSIT  
ASSISTANCE FUND CLAIM  
FOR FY 2018-2019

**WHEREAS**, the Fresno County Rural Transit Agency (FCRTA) has been created by a Joint Powers Agreement (September 27, 1979) to provide rural public transportation services in accordance with the 2014-2040 Edition (adopted July 29, 2014) of the Regional Transportation Plan for Fresno County and the adopted Short Range Transit Plan for the Rural Fresno County Area: 2018-2022 (adopted June 29, 2017); and

**WHEREAS**, the FCRTA has the power to claim Local Transportation Funds for public transportation services in behalf of its Member Agencies; and

**WHEREAS**, the FCRTA has prepared, reviewed, adopted (June 28, 2018) its Operating Budget for 2018-2019 totaling \$11,240,208 and its Capital Budget for 2018-2019 totaling \$5,020,045 and

**WHEREAS**, the Budget is comprehensive in its approach and content, by reflecting anticipated revenues and expenditures, both capital and operating associated with FCRTA's twenty-six (26) subsystem service providers; and

**WHEREAS**, each Member Agency continues to approve their financial participation in FCRTA; and

**WHEREAS**, each Member Agency continues to reserve Local Transportation Funds for the FCRTA to claim; and

**WHEREAS**, the total amount of Local Transportation Funds and State Transit Assistance Funds to be claimed in support of this year's Budget is equal to \$3,098,947.

**NOW, THEREFORE, BE IT RESOLVED**, that the Fresno County Rural Transit Agency hereby approves the attached claim as presented.

**BE IT FURTHER RESOLVED**, that the 2018 - 2019 Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Fresno Council of Governments for review, processing, and payment.

**THE FOREGOING RESOLUTION** was passed and adopted by the Fresno County Rural Transit Agency this 28th day of June, 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: \_\_\_\_\_  
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 28th day of June, 2018.

Signed: \_\_\_\_\_  
Moses Stites, General Manager





Enter Date: 05/01/18

Claimant Name: Fresno County Rural Transit Agency

**TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2018/19**

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries, or non-applicable fields. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

Les Beshears, Director of Finance, Fresno Council of Governments  
2035 Tulare Street, Suite 201, Fresno, CA 93721

|                      |                                      |
|----------------------|--------------------------------------|
| From: Applicant:     | Fresno County Rural Transit Agency   |
| Address:             | 2035 Tulare Street, Suite 201        |
| City/State/Zip:      | Fresno, CA 93721                     |
| Contact Phone/email: | (559) 233-6789 mstites@fresnocog.org |

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

**Local Transportation Fund**

|                            |                 |
|----------------------------|-----------------|
| Claimed By Member Agencies | \$ 1,733,218.00 |
|                            | \$ -            |
| FCEOC CTSA 4.5:            | \$ 78,143.00    |

**State Transit Assistance Fund**

|                            |                 |
|----------------------------|-----------------|
| Claimed By Member Agencies | \$ 2,163,119.00 |
|                            | \$ -            |

**Other**

|                               |                 |
|-------------------------------|-----------------|
| Unexpended, Held by Claimant: | \$ 3,914,576.00 |
| Other:                        | \$ -            |

|  |                 |
|--|-----------------|
|  | <b>TOTAL</b>    |
|  | \$ 7,889,056.00 |

*spell out total amount in above cell*  
for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:

Name/Title:

Date:

|                               |
|-------------------------------|
| <i>Moses Stites</i>           |
| Moses Stites, General Manager |
| 6/01/18                       |



2035 Tulare St., Ste. 201 tel 559-233-4148  
Fresno, California 93721 fax 559-233-9645

[www.fresnocog.org](http://www.fresnocog.org)





Enter Date 05/01/18

Claimant Name: Fresno County Rural Transit Agency

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## TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR:

2018/19

| PURPOSE                                         | AMOUNT                                          | SUBTOTAL        |
|-------------------------------------------------|-------------------------------------------------|-----------------|
| 1. Public Transportation                        | Article 4: \$ 1,733,218.00                      |                 |
|                                                 | Article 8c:                                     |                 |
| Other Agency:                                   |                                                 |                 |
| Other Agency:                                   |                                                 |                 |
| State Transit Assistance Funds (STA):           | \$ 2,163,119.00                                 |                 |
| Audit Exceptions (General Fund Payback):        |                                                 |                 |
| Unexpended Funds, Held by Claimant:             | \$ 3,914,576.00                                 |                 |
| Other (specify):                                |                                                 |                 |
|                                                 |                                                 | \$ 7,810,913.00 |
| 2. Community Transit Service CTSA, Article 4.5: | \$ -                                            | \$ 78,143.00    |
| 3. To Be Claimed By:                            |                                                 |                 |
| Other Agency:                                   |                                                 |                 |
| Other Agency:                                   |                                                 |                 |
| Other Agency:                                   |                                                 |                 |
|                                                 |                                                 | \$ -            |
| 4. Reserve in Fund Pending Further Claiming     |                                                 | \$ -            |
|                                                 | GRAND TOTAL                                     | \$ 7,889,056.00 |
|                                                 | Claim Total Must Agree With Total on First Page | \$ 7,889,056.00 |
|                                                 | Minus All Unexpended Funds Held By              | \$ 3,914,576.00 |
|                                                 | GRAND TOTAL PAYABLE TO CLAIMANT                 | \$ 3,974,480.00 |

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.



Enter Date: 05/01/18

Claimant Name: Fresno County Rural Transit Agency

# PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM FOR OPERATING AND CAPITAL EXPENSE 2018/19

| GENERAL TRANSPORTATION SERVICE PROPOSED                                                                                                                                   |                  | EXPENDITURES     | TOTALS           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------|------------------|
| (Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceding year unless claim is accompanied by supporting documentation) |                  |                  |                  |
| TOTAL PROJECT COSTS                                                                                                                                                       |                  | \$ 21,836,351.00 |                  |
| Prior Year                                                                                                                                                                | \$ 17,302,557.00 |                  |                  |
| Percentage Change                                                                                                                                                         | 26.20%           |                  |                  |
| more than prior year                                                                                                                                                      |                  |                  |                  |
| Revenue Source & Amount                                                                                                                                                   | Operating        | Capital          | Total            |
| LTF Article 4:                                                                                                                                                            | \$ 1,733,218.00  |                  | \$ 1,733,218.00  |
| LTF Article 4.5 or 8c:                                                                                                                                                    | \$ 78,143.00     |                  | \$ 78,143.00     |
| STA:                                                                                                                                                                      | \$ 2,163,119.00  | \$ -             | \$ 2,163,119.00  |
| Fares:                                                                                                                                                                    | \$ 718,638.00    | N/A              | \$ 718,638.00    |
| Local Support Measure C:                                                                                                                                                  | \$ 1,003,266.00  | \$ 9,202,744.00  | \$ 10,206,010.00 |
| Fed/State Grants:                                                                                                                                                         | \$ 1,522,098.00  | \$ 1,393,299.00  | \$ 2,915,397.00  |
| Carryover + Surplus:                                                                                                                                                      | \$ 3,914,576.00  | \$ -             | \$ 3,914,576.00  |
| Interest:                                                                                                                                                                 | \$ 107,250.00    |                  | \$ 107,250.00    |
| Carryover+Surplus+Interest Funds Held By Claimant:                                                                                                                        | \$ -             |                  | \$ -             |
| Audit Exception - General Payback Fund:                                                                                                                                   |                  |                  | \$ -             |
| SUB-TOTALS                                                                                                                                                                | \$ 11,240,308.00 | \$ 10,596,043.00 | \$ 21,836,351.00 |

| REQUIRED OPERATING/FAREBOX CALCULATIONS | OPERATING        | CAPITAL          | TOTAL            |
|-----------------------------------------|------------------|------------------|------------------|
| GRAND TOTALS:                           | \$ 11,240,308.00 | \$ 10,596,043.00 | \$ 21,836,351.00 |

General Transportation Service: NET OPERATING \$ 11,240,308.00

|                     |                 |                            |
|---------------------|-----------------|----------------------------|
| Operating Expenses: |                 |                            |
| Amount Excluded     | \$ 5,020,045.00 | \$ 6,220,263.00            |
|                     |                 | \$ 381,779.00              |
|                     |                 | \$ 336,859.00              |
|                     |                 | \$ 718,638.00              |
|                     |                 | 3.40%                      |
|                     | 2               |                            |
|                     |                 | 11.55%                     |
|                     |                 | Meets Minimum Requirements |
|                     |                 | 10%                        |

|                                                    |                                                         |
|----------------------------------------------------|---------------------------------------------------------|
| SUMMARY TOTALS:                                    | \$ 11,240,308.00                                        |
| Total Operating Expenses:                          | \$ 6,220,263.00                                         |
| 1. Total OF ALL Operating Expenses PLUS Exclusions | Total Amount Excluded: \$ 5,020,045.00 \$ 11,240,308.00 |
|                                                    | Must Agree With TOTAL: \$ 10,596,043.00                 |
|                                                    | 2. Total of All Capital Projects: \$ 10,596,043.00      |
|                                                    | Must Agree With CAPITAL PROJECTS: \$ 10,596,043.00      |
|                                                    | 3. GRAND TOTAL: \$ 21,836,351.00                        |





Enter Date: 05/01/18

Claimant Name: Fresno County Rural Transit Agency

**CONTINGENCY PROJECT LISTING FOR FISCAL YEAR:**

**2018/19**

*Should additional Local Transportation Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:*

*(check yellow box to accept)*

☒ Article 4

☒ Article 4.5

**SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)**

**ATTACHED TO THIS CLAIM ARE SUBMITTED THE FOLLOWING DOCUMENTS:**

*(initial yellow box all that apply)*

☒ Budget or proposed budget for the fiscal year.

☒ Statement for prior year revenues and expenditures (projections acceptable).

☒ California Highway Patrol Certification pursuant to PUC 99251 (no claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.

**STANDARD ASSURANCES FOR TRANSIT CLAIMANTS**

**CLAIMANT ASSURANCES:** *(initial yellow box all that apply)*

- ☒ A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- ☒ B. Claimant certifies that it has submitted a State Controller Report, in conformance with the uniform system of accounts and records, to the RTPA, and to the State Controller, pursuant to PUC 99243, for the prior year (project year minus two). Beginning with the 1979-80 fiscal year, claimant assures that this report will be audited by an independent CPA. Claimant assures that this report will be completed for the current fiscal year (project year minus one)
- ☒ C. Claimant certifies in accordance with PUC Section 99314.5(b) that it is not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license. Claimant further certifies that no person who was a full-time employee on June 28, 1979, shall have his or her employment terminated or his or her regular hours of employment, excluding overtime, reduced by the operator as a result of it employing part-time drivers or contracting with such common carriers.
- D. Claimant filing claim pursuant to PUC Section 99260 certifies that:  
*(check one by entering "X" in yellow cell):*
- ☒ 1. the current cost of its retirement system is fully funded with respect to the officers and employees of its public transportation system (PUC Section 99271a); or
- ☐ NA 2. the operator is implementing a plan approved by the transportation planning agency which will fully fund the retirement system for such officers and employees within 40 years (PUC Section 99271a); or
- ☐ NA 3. the operator has a private pension plan which sets aside and invests on a current basis funds sufficient to provide for the payment of future pension benefits and which is fully compliant with the requirements stated in PUC Sections 99272 and 99273.
- ☒ E. Claimant certifies that it is in compliance with PUC Section 99264 that it does not routinely staff, with two or more persons, a vehicle for public transportation purposes designed to be operated by one person.
- ☒ F. Claimant certifies that it is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended in accordance with Section 6754(a)(3).
- ☒ G. Claimant certifies that this is in compliance with PUC Section 99155 that if it offers reduced fares to seniors, the same reduced rate is offered to disabled persons, handicapped persons, and disabled veterans and it honors the federal Medicare card for identification to receive reduced fares.
- ☒ H. Claimant certifies that it is in compliance with PUC Section 99155.5 regarding dial-a-ride and paratransit services being accessible to handicapped persons and that the service is provided to persons without regard to vehicle ownership and place of residence.

The undersigned hereby certifies that the above statements are true and correct.  
Please print and sign after completing form

Authorized Signature:



Name/Title: Moses Stites, General Manager

Date: 6/6/18



BEFORE THE  
FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2018-09

In the Matter of:

MEASURE "C"  
TRANSPORTATION  
PLANNING CLAIM

RESOLUTION OF APPROVAL  
MEASURE "C" FUNDING CLAIM  
FOR THE FRESNO COUNTY  
RURAL TRANSIT AGENCY, FY 2018-19

**WHEREAS**, The Fresno County Transportation Authority (Authority) is the administrator of Retail Transactions and Use Tax (1/2 cent) Funds collected pursuant to the Fresno County Transportation Improvement Act as provided by Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Public Utilities Code Sections 14200, et seq, and

**WHEREAS**, the Fresno County Rural Transit Agency ("claimant") is an eligible claimant of funds for local transportation program pursuant to California Public Utilities Code Section 142257, and

**WHEREAS**, The Fresno County Transportation Authority has adopted a Resolution of Appointment for Fiscal Year 2018-19, reflecting an estimated revenue setting 3.99% of \$76,092,042 (or \$3,036,072) for the Regional Public Transit Program, Public Transit Agencies – FCRTA sub program funds available to claimant, and

**WHEREAS**, the Regional Public Transit Program, Public Transit Agencies – FCRTA are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257, and

**WHEREAS**, claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Regional Public Transit Program, Public Transit Agencies – FCRTA sub program funds so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's general fund, and

**WHEREAS**, claimant shall account for the Regional Public Transit Program, Public Transit Agencies – FCRTA sub program funds received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles, and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

**WHEREAS**, claimant shall complete the reporting requirements no later than November 15, 2018 for the FCRTA's Measure "C" Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Fresno County Rural Transit Agency hereby adopts the Regional Public Transit Program, Public Transit Agencies – FCRTA sub program funds Claim and authorizes the General Manager to sign the Certification and Claim Form.

**THE FOREGOING RESOLUTION** was passed and adopted by the Fresno County Rural Transit Agency this 28th day of June, 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: \_\_\_\_\_  
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 28th day of June, 2018.

Signed: \_\_\_\_\_  
Moses Stites, General Manager





# MEASURE C EXTENSION

## LOCAL TRANSPORTATION PASS THROUGH REVENUES

### CERTIFICATION AND CLAIM FOR FY2018-19

TO: Fresno County Transportation Authority

FROM: Fresno County Rural Transit Agency (FCRTA)

Address: 2035 Tulare Street, Suite 201 Local Agency Name City: Fresno Zip Code: 93721

Contact: Moses Stites, General Manager Telephone: (559) 233-6789

FAX: (559) 233-9645 Email Address: mstites@fresnocog.org

#### 1. Applicable Funding Program: (Check One)

##### *Regional Public Transit Program*

- ☐ Fresno Area Express  
☐ Clovis Transit  
☒ FCRTA  
☐ PTIS/Transit Consolidation  
☐ ADA/Seniors/Paratransit  
☐ Farmworker Van Pools  
☐ Car/Van Pools  
☐ New Technology Reserve

##### *Local Transportation Program*

- ☐ Street Maintenance  
☐ ADA Compliance  
☐ Flexible Funding  
☐ Pedestrian/Trails Urban  
☐ Pedestrian/Trails Rural  
☐ Bicycle Facilities  
*Regional Transportation Program*  
☐ Fresno Airports

##### *Alternative Transportation Program*

- ☐ Rail Consolidation Subprogram  
*Environmental Enhancement Program*  
☐ School Bus Replacement  
☐ Transit Oriented Infrastructure for In-Fill  
*Administrative/Planning Program*  
☐ Fresno COG

#### 2. The Fresno County Rural Transit Agency - FCRTA ("claimant") is an eligible claimant of funds for the

Local Agency Name

Regional Public Transit Program pursuant to California Public Utilities Code Section 142257.

#### 3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2018-2019 setting 3.99% of \$76,092,042 (or \$3,036,072) for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts  
 (b) Compliance with Steps A and B of the Strategic Implementation Plan (SIP) – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

#### 4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.  
 (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.  
 (c) That claimant shall account for Subprogram or Category of funds checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

#### 5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

ATTACHMENT: Formal Action for Approval and Submittal Approved by:

Fresno County Transportation Authority Board Date: \_\_\_\_\_



BEFORE THE  
FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2018-10.

In the Matter of:  
TRANSPORTATION  
DEVELOPMENT ACT OF  
1971, AS AMENDED

RESOLUTION ADOPTING A RURAL  
CTSA LOCAL TRANSPORTATION FUND  
CLAIM FOR FY 2018-19

**WHEREAS**, the Fresno Council of Governments (FCOG) has separately co-designated the Fresno Economic Opportunities Commission (FCEOC) as both the Urban -- with Fresno Area Express (FAX), and the Rural -- with the Fresno County Rural Transit Agency (FCRTA) as the Consolidated Transportation Service Agencies (CTSA); and

**WHEREAS**, the FCRTA's Board of Directors has adopted the Operations Program and Budget for the Rural CTSA 2018-2019, as the basis for its continued responsibility as the co-designated CTSA for Rural Fresno County; and

**WHEREAS**, the Fresno County Rural Transit Agency is the specified claimant for the Rural Fresno County Consolidated Transportation Services Agency as provided for in the Fresno COG's adopted "Fresno County Coordinated Human Services Transportation Plan" (adopted January 24, 2008); and

**WHEREAS**, the total amount of Local Transportation Funds to be claimed in support of this year's Rural CTSA Budget is equal to \$525,274.

**NOW, THEREFORE, BE IT RESOLVED**, that the Fresno County Rural Transit Agency hereby approves the attached Claim as presented.

**BE IT FURTHER RESOLVED**, that the 2018-2019 Rural CTSA Local Transportation Fund Claim shall be submitted by the Fresno County Rural Transit Agency to the Fresno Council of Governments for review, processing, and payment.

**THE FOREGOING RESOLUTION** was passed and adopted by the Fresno County Rural Transit Agency this 28th day of June, 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: \_\_\_\_\_  
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 28th day of June, 2018.

Signed: \_\_\_\_\_  
Moses Stites, General Manager





**DEPARTMENT OF TRANSPORTATION****DISTRICT 6**

1352 WEST OLIVE AVENUE  
P.O. BOX 12616  
FRESNO, CA 93778-2616  
PHONE (559) 445-5421  
FAX (559) 445-5875  
TTY 711  
www.dot.ca.gov



*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.

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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to enhance California's economy and livability"*



contribution in this RTP process. The creation of an Environmental Justice Subcommittee provided a full, diverse and equitable representation of Disadvantaged 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 transportation 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.

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..."

#### **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."





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.

**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.

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

**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 1<sup>st</sup> and September 30<sup>th</sup>.

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

**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.

**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.

**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.

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





**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.

**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.

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.

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.

**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.

**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.

**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.



**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*.

**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:

- 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.

**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.

**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”





## **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.

### **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.

### **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.

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.

**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.

### **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.

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.

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



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.

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.

### **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'.

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:**

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.

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.

#### **Page 1-8:**

Please explain what is the Planning center?

#### **Employment Forecast, fourth paragraph, page 1-9:**

Please add a space between 'acre' and 'Employment' was forecast...

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.



Mr. Tony Boren  
June 4, 2018  
Page 8

**Chapter 2 page 2-5:**

Goals, objectives and policies align beautifully with CTP 2040.

**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

**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.

**Chapter 3 page 3-6:**

How was ADE selected? What criteria was used?

**Chapter 3 page 3-20:**

It is recommended to use a better layout for the pie graph so that it is easier to read.

**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.

**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?

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  
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







June 20, 2018

Moses Stites  
General Manager  
Fresno County Rural Transit Agency  
2035 Tulare Street, Suite 201  
Fresno, CA 93721

RE: Letter Proposal: Operations Contractor Transition Extended Support Assistance Consulting

Dear Moses,

Thank you for allowing me to offer an extension of services proposal to continue assisting Fresno County Rural Transit Agency (FCRTA) on the upcoming contractor transition process with its many potential challenges. Having completed support of FCRTA on the procurement phase, I am uniquely positioned to efficiently and seamlessly provide FCRTA with staff extension support during this critical transition time.

I can provide as much assistance as FCRTA needs when it comes to the important upcoming transition phase tasks. Task 2 would occur during same visit as the Board Meeting awarding new contract.

TMTP proposes to provide the project to FCRTA at the following not-to-exceed costs:

| Task                                                                                                                                                                 | Maximum Cost |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 1 – Project Kickoff Meeting (telephone, 1 hour)                                                                                                                      | \$89         |
| 2 –One day on-site (1-day, 8 hour) visit (attend Board Mtg)                                                                                                          | \$712        |
| 3 – Support FCRTA Staff in various interactions with new contractor, remotely responding to inquiries, requests, negotiations. Assumes not-to-exceed max of 41 hours | \$3649       |
| 4 – Optional – Start-up Field Support – Be onsite during first days of transition (18 hours)                                                                         | \$1602       |
| Conceptual Project Not-to-Exceed Total (68 hours)                                                                                                                    | \$6052       |

TMTP features lower rates and overhead than most consultants available to Fresno County Rural Transit Agency while bringing over 15 years of transit contracting and contract management direct experience. I propose to provide these services at a rate of \$89/hour plus direct travel costs as required with a “not-to-exceed” total of \$6052. If you have any questions, please contact me at (707) 235-3078.

A handwritten signature in black ink, appearing to read "Joseph Rye".

Joseph Rye  
President/CEO  
TMTP Consulting, LLC



**Krazan & ASSOCIATES, INC.**GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING  
CONSTRUCTION TESTING & INSPECTION

June 19, 2018

Project No. 014-18086

Mr. Moses Stites  
Fresno County Rural Transit Agency  
2035 Tulare Street, Suite 201  
Fresno, California 93721  
mstites@fresnocog.org

RE: Phase I Environmental Site Assessment  
Acquisition Property  
APN 390-190-15ST (3.67 Acres)  
1821 Pacific Avenue  
Selma, California 93662

Dear Mr. Stites:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site summarized in a report dated June 19, 2018. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully Submitted,  
KRAZAN & ASSOCIATES, INC.

Arthur C. Farkas, REA No. 07818  
Environmental Professional

ACF/mlt



**PHASE I ENVIRONMENTAL  
SITE ASSESSMENT  
ACQUISITION PROPERTY  
1821 PACIFIC AVENUE  
SELMA, CALIFORNIA 93662**

Pursuant to ASTM E 1527-13

Project No. 014-18086  
June 19, 2018

Prepared for:  
Mr. Moses Stites  
Fresno County Rural Transit Agency  
2035 Tulare Street, Suite 201  
Fresno, California 93721  
(559) 233-6789

Prepared by:  
Krazan & Associates, Inc.  
215 West Dakota Avenue  
Clovis, California 93612  
(559) 348-2200

 **Krazan** & ASSOCIATES, INC.  
SITE DEVELOPMENT ENGINEERS



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**Krazan & ASSOCIATES, INC.**

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING  
CONSTRUCTION TESTING & INSPECTION

June 19, 2018

Project No. 014-18086

**PHASE I ENVIRONMENTAL SITE ASSESSMENT  
ACQUISITION PROPERTY  
1821 PACIFIC AVENUE  
SELMA, CALIFORNIA 93662**

**1.0 EXECUTIVE SUMMARY**

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the Acquisition Property located at 1821 Pacific Avenue in Selma, California 93662 (subject site). It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13. This report was also conducted in conformance with the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Krazan's findings of this Phase I ESA revealed no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13.

## 2.0 PURPOSE AND SCOPE OF ASSESSMENT

### 2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products*. As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections*, or *LLPs*): that is, the practice that constitutes “*all appropriate inquiry* into the previous ownership and uses of the *property* consistent with good commercial or customary practice” as defined at 42 U.S.C. §9601(35)(B).

### 2.2 Scope of Work

The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents, c) a review of historical aerial photographs, a review of pertinent building permit records, city directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR). The scope of work for this Phase I ESA conforms to ASTM E 1527-13. Krazan was provided authorization to conduct the Phase I ESA by Mr. Moses Stites, General Manager with the Fresno County Rural Transit Agency, May 22, 2018, in Krazan’s May 22, 2018 Proposal/Cost Estimate No. P18-167R.

## 3.0 SITE DESCRIPTION

The subject site consists of one parcel which measures 3.67 acres with the associated Fresno County Assessor’s Parcel Number (APN) of 390-190-15ST. The subject site is located southeast of Nebraska and Dockery Avenue within the City of Selma, California. The subject site is currently occupied by the Selma Fire Department’s training facility which has the associated subject site address of 1821 Pacific Avenue. The subject site consists of a gated enclosed area with a three-story steel structure, two sea train units for storage, several training props, and a Portland cement concrete (PCC) paved entrance. The rest

of the subject site not enclosed in the gated training center is vacant land. The training facility was reportedly developed in 2015.

General property information and property use are summarized in Table I. Refer to Figures No. 1 – 4 following the Reference Section.

**TABLE I**  
**Subject Site Information Summary**

|                                      |                                                                                                                 |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| Current Owner:                       | City of Selma                                                                                                   |
| Assessor's Parcel Number:            | 390-190-15ST                                                                                                    |
| Address:                             | 1821 Pacific Avenue<br>Selma, California 93662                                                                  |
| General Location:                    | Southeast of Nebraska and Dockery Avenues                                                                       |
| Acreage:                             | 3.67 acres                                                                                                      |
| Existing Use:                        | Municipal: Fire Department Training Facility                                                                    |
| Number of Buildings:                 | 1                                                                                                               |
| Original Construction Date:          | 2015                                                                                                            |
| Proposed Use:                        | Bus Maintenance Yard                                                                                            |
| Topographic Map:                     | U.S. Geological Survey, 7.5 minute Selma, California topographic quadrangle map, dated 1964, photo-revised 1981 |
| Topographic Map Location:            | SW quarter of Section 8, Township 16 South, Range 67 East, Mount Diablo Baseline and Meridian                   |
| Latitude/Longitude:                  | 36.5580340° / -119.5981510°                                                                                     |
| Topography:                          | Relatively level, approximately 310 feet above mean sea level                                                   |
| Approximate Depth to Groundwater:    | 60-70 feet below ground surface (bgs), State of California Department of Water Resources (DWR)*                 |
| Regional Groundwater Flow Direction: | Southwest, DWR*                                                                                                 |

\*\* State of California, Department of Water Resources, *Lines of Equal Elevation of Water in Wells Unconfined Aquifer, San Joaquin Valley, Spring 2010*

### 3.1 Geology and Hydrogeology

The subject site is located within the San Joaquin Valley, a broad structural trough bound by the Sierra Nevada and Coast Ranges of California. The San Joaquin Valley, which comprises the southern portion of the Great Valley of California, has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by major to minor west-flowing drainages and their tributaries. Near-surface sediments are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes. The groundwater in the area is reported to be first encountered at a depth of approximately 60-70 feet bgs. The groundwater flow direction in the area of the subject site is generally towards the southwest.



#### 4.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Michelle Phillips, Krazan's Environmental Specialist, on June 18, 2018. Krazan's Environmental Specialist was accompanied by Mr. Isaac Moreno with the City of Selma during the site reconnaissance. The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

#### 4.1 Observations

The following Table II summarizes conditions encountered during our site reconnaissance. A discussion of visual observations follows Table II. Refer to the Site Map (Figure No. 3) and color photographs following the text for the locations of items discussed in this section of the report.

**TABLE II**  
**Summary of Site Reconnaissance**

| Feature                                                                             | Observed | Not Observed |
|-------------------------------------------------------------------------------------|----------|--------------|
| Structures (existing)                                                               | X        |              |
| Evidence of Past Uses (foundations, debris)                                         |          | X            |
| Hazardous Substances and/or Petroleum Products (including containers)               |          | X            |
| Aboveground Storage Tanks (ASTs)                                                    |          | X            |
| Underground Storage Tanks (USTs) or Evidence of USTs                                |          | X            |
| Evidence of Underground Pipelines                                                   |          | X            |
| Strong, Pungent, or Noxious Odors                                                   |          | X            |
| Pools of Liquid Likely to be Hazardous Materials or Petroleum Products              |          | X            |
| Drums                                                                               |          | X            |
| Unidentified Substance Containers                                                   |          | X            |
| Potential Polychlorinated Biphenyl (PCB)-Containing Equipment                       |          | X            |
| Subsurface Hydraulic Equipment                                                      |          | X            |
| Heating/Ventilation/Air conditioning (HVAC)                                         |          | X            |
| Stains or Corrosion on Floors, Walls, or Ceilings                                   |          | X            |
| Floor Drains, Sumps, or Oil/Water Clarifiers                                        |          | X            |
| Storm Drains                                                                        |          | X            |
| Pits, Ponds, or Lagoons                                                             |          | X            |
| Stained Soil and/or Pavement                                                        |          | X            |
| Soil Piles                                                                          |          | X            |
| Stressed Vegetation                                                                 |          | X            |
| Waste or Wastewater (including stormwater) Discharges to Surface/<br>Surface Waters |          | X            |
| Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)           |          | X            |
| Septic Systems                                                                      |          | X            |

The subject site comprises approximately 3.67 acres of municipal property with the associated Fresno County APN of 390-190-15ST. The subject site is currently occupied by the Selma Fire Department's training facility, which has the associated subject site address of 1821 Pacific Avenue, and vacant land. Refer to Figure No. 3, Site Map, for locations of the following referenced on-site features:

- The southeastern portion of the subject site was observed to be occupied by a gated enclosed area comprising the Fire Department training facility containing a three-story steel structure, two one-story steel sea train units utilized for training purposes, two police cars in the eastern portion, a collapsed wooden structure in the southwestern corner, two sea train units for materials and equipment storage, and two recreational vehicles for emergency response. Additionally, stacks of wooden pallets lined the interior of the western fence of the gated enclosure. The balance of the subject site outside of the enclosed area was observed to be vacant land.

The three-story structure is of steel-frame construction with steel sea train units stacked three levels high covered by corrugated steel roofing set upon a concrete slab-on-grade foundation. Interior construction included steel doors and stairs, steel walls and concrete floors overlain (in areas) by plywood flooring

No evidence of hazardous materials storage/waste was observed within the steel structure. Small quantities of paint, Aqueous Film Forming Foam (fire retardant) and degreaser were observed to be within a sea train unit located within the central portion of the on-site training facility. A ladder, shovels, a large pile of wood, fire engine hoses, two fire service training dummies, empty air canisters, emergency water and food rations, and blankets were also observed within the sea train. A second sea train unit located on the subject site, contained two large portable power generators. No evidence of leakage or surface staining was observed in association with the referenced materials, and no floor drains were observed in association with the sea train units;

- Exterior areas of the subject site surrounding the on-site training facility were observed to be vacant land. No evidence of hazardous materials storage/waste was observed within these areas of the subject site;
- A Portland cement concrete (PCC) paved driveway entrance leading to a vacant area within the gated enclosure was observed within the central/southeastern portion of the subject site. No evidence of staining was observed on the paved driveway entrance;
- Two plastic portable toilet units were observed to be located within the fenced enclosure to the north of the paved driveway entrance. No evidence of hazardous materials storage or disposal was observed to be associated with the portable toilet units. No bathrooms, sinks or toilets were observed to be present on the subject site;
- The northern and northwestern portion of the subject site was observed to be vacant land. No evidence of hazardous materials storage/waste or stressed vegetation was observed on this portion of the subject site;
- During the visual observations of the subject site, exposed surface soils did not exhibit obvious signs of discoloration. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs or ASTs was noted within the areas observed. No standing water or major depressions were observed on the subject site. No indications of former structures, such as foundations, were observed on the subject site. No evidence of areas of backfilled soil was observed on the subject site; and,

- No high-voltage, tower-mounted electrical transmission lines were observed on or in the vicinity of the subject site.

#### 4.2 Utilities

Based on Krazan's research, the following Table III summarizes companies/municipalities currently provide utility services to the subject site:

**TABLE III**  
**Municipal Service / Utility Providers**

| Service / Utility   | Provider                                          |
|---------------------|---------------------------------------------------|
| Electricity         | Pacific Gas and Electric                          |
| Natural Gas         | Southern California Edison                        |
| Potable Water       | Selma District California Water Service*          |
| Sanitary Sewer      | Selma-Kingsburg-Fowler County Sanitation District |
| Solid Waste Removal | Selma Disposal & Recycling Inc.                   |

\* It is the responsibility of the City of Selma to provide drinking water that is in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water

#### Municipal Water

The municipal potable water purveyor for the subject site vicinity is the Selma District California Water Service (CWS). The CWS will provide municipal water service to the subject site upon redevelopment. It is unknown whether any water wells are currently or have historically occupied the subject site. If a water well is encountered at time of redevelopment, it should be properly destroyed/abandoned in accordance with state and local requirements.

#### Municipal Sewer

The municipal sewer service provider to the subject site is the Selma-Kingsburg-Fowler County Sanitation District. The District will provide sewer connection service to the subject site upon redevelopment. It is unknown whether any septic systems are currently or have historically occupied the subject site. If a septic system is encountered at time of redevelopment, it should be properly destroyed/abandoned in accordance with state and local requirements.

#### 4.3 Adjacent Streets and Property Usage

The following Table IV summarizes the current adjacent roads and adjacent property uses observed during the site reconnaissance.

**TABLE IV**  
**Adjacent Streets and Property Use**

| Direction | Adjacent Street    | Adjacent Property Use (Address) |
|-----------|--------------------|---------------------------------|
| North     | Valley View Avenue | Vacant                          |
| South     | None               | Vacant                          |
| East      | Pacific Avenue     | Vacant                          |
| West      | None               | Vacant                          |

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials are stored at the adjacent properties.

#### 4.4 ASTM Non-Scope Considerations

According to ASTM E 1527-13, there may be environmental issues or conditions at the subject site that are outside the scope of the Phase I ESA practice (non-scope considerations). Some substances may be present at the subject site in quantities and under conditions that may lead to contamination of the subject site or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM non-scope considerations are discussed below.

##### **Asbestos-Containing Materials**

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Because of its fiber strength and heat resistant properties, asbestos has been used for a wide range of manufactured goods, mostly in building materials, vehicle brakes, and heat-resistant fabrics, packaging, gaskets, and coatings. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems.

The structure located on the subject site was constructed in 2015. It is unknown if the on-site structure contains ACMs. An asbestos survey and sampling of the on-site structure was not included within the scope of this assessment; however, based on the date of construction and predominance of metal sea train units utilized to comprise the structure, it is unlikely the on-site structure contains ACMs. During Krazan's June 18, 2018, site reconnaissance, no damaged building materials which appeared to be posing a health hazard were noted in the on-site structures. Based on the date of construction, Krazan's observations, and the non-residential use of the on-site structure, asbestos does not appear to be an environmental concern.

##### **Lead-Based Paint**

Although lead-based paint (LBP) was banned in 1978, many building constructed prior to 1978 have paint that contains lead. Lead from paint, chips, and dust can pose serious health hazards if not addressed properly.

The structure located on the subject site was constructed in 2015. It is unknown if the on-site structure contains LBP. An LBP survey and sampling of the on-site structure was not included within the scope of this assessment; however, based on the date of construction and predominance of metal sea train units

utilized to comprise the structure, it is unlikely the on-site structure contains LBP. During Krazan's June 18, 2018, site reconnaissance, no evidence of chipped or peeling paint was observed in association with the on-site structure. Based on the date of construction, Krazan's observations, and the non-residential use of the on-site structure, LBP does not appear to be an environmental concern.

### **Mold and Moisture Intrusion**

A class of fungi, molds have been found to cause a variety of health problems in humans, including allergic, toxicological, and infectious responses. Molds are decomposers of organic materials, and thrive in humid environments, and produce spores to reproduce, just as plants produce seeds. When mold spores land on a damp spot indoors, they may begin growing and digesting whatever they are growing on in order to survive. When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or unaddressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation and carpeting often play host to such growth. Moisture control is the key to mold control. Molds need both food and water to survive; since molds can digest most things, water is the factor that limits mold growth. The EPA recommends the following action to prevent the amplification of mold growth in buildings:

- Fix leaky plumbing and leaks in the building envelope as soon as possible;
- Watch for condensation and wet spots. Fix source(s) of moisture problem(s) as soon as possible;
- Prevent moisture due to condensation by increasing surface temperature or reducing the moisture level in air (humidity). To increase surface temperature, insulate or increase air circulation. To reduce the moisture level in air, repair leaks, increase ventilation (if outside air is cold and dry), or dehumidify (if outdoor air is warm and humid);
- Keep heating, ventilation, and air conditioning (HVAC) drip pans clean, flowing properly, and unobstructed;
- Vent moisture-generating appliances, such as dryers, to the outside where possible;
- Maintain low indoor humidity, below 60% relative humidity (RH), ideally 30-50%, if possible;
- Perform regular building/HVAC inspections and maintenance as scheduled;
- Clean and dry wet or damp spots within 48 hours; and,
- Do not let foundations stay wet. Provide drainage and slope the ground away from the foundation.



During Krazan's June 18, 2018, site reconnaissance, no obvious visual or olfactory evidence of the presence of mold or water damage was observed within the accessible portions of the on-site structure. Therefore, mold and moisture intrusion are not considered to be on-site environmental concerns at this time.

### **Radon**

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Health Services (CDHS) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

### **Wetlands**

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control. According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year;

- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content); and,
- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website, the subject site does not contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

#### **Environmental Non-Compliance Issues**

No obvious material non-compliance issues were identified in connection with the subject site in the process of preparing this report.

#### **Activity and Use Limitations**

No activity and use limitations were identified in connection with the subject site in the process of preparing this report.

### **5.0 USER-PROVIDED INFORMATION**

A review of User-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site.

#### **5.1 Environmental Liens/Activity and Use Limitations Report**

On June 11, 2018, an Environmental Lien/Activity and Use Limitations (EL/AUL) Report was prepared by AFX Corp. Inc. (AFX), for the subject site. The AFX EL/AUL Report provides results from a search of available land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls. The subject site EL/AUL Report was reviewed to identify potential environmental liens, institutional controls (ICs), land use controls (LUCs), activity and use limitations (AULs), or declaration of environmental use restrictions (DEULs) which may have been filed against the subject site or exist in connection with the subject site as indicated by the subject site EL/AUL Report. Krazan's review of the EL/AUL Report indicated no liens, judgments, ICs, LUCs,

AULs, or DEULs were found for the subject site according to the scope of work and limitations. Please refer to Appendix A in the Table of Contents for a copy of the AFX EL/AUL Report.

## 5.2 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.
6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.
7. The reason for preparation of this Phase I ESA.

A Phase I ESA User Questionnaire was received from Mr. Moses Stites with the Fresno County Rural Transit Agency, the Phase I ESA user, on June 15, 2018. Please refer to Appendix B in the Table of Contents for a copy of the completed Phase I User Questionnaire.

According to the questionnaire responses, Mr. Stites, to the best of his knowledge as the user of this Phase I ESA, was not aware of any environmental cleanup liens or activity or land use limitations which have been filed or recorded against the subject site; and Mr. Stites has no specialized knowledge or experience of the prior nature of the business or chemical utilization on the subject site. Mr. Stites stated that the subject site was historically utilized for agriculture; however, Mr. Stites indicated that he did not have knowledge of the past or current presence of specific chemicals or hazardous materials, unauthorized spills or chemical releases or of any environmental cleanup liens in connection with the subject site. Mr. Stites stated that the purchase price of the subject site reasonably reflects fair market value. Additionally, Mr. Stites indicated that the reason for preparation of this Phase I ESA is related to a potential acquisition of the subject site for development of a bus maintenance yard.

## 6.0 SITE USAGE SURVEY

The property usage survey included assessing property history, conducting interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, and reviewing local, state, and federal regulatory agency records.

### 6.1 Site History

A review of historical aerial photographs, a USGS topographic quadrangle map, City of Selma Building Division (CSBD) records, reasonably ascertainable city directories, City of Selma Fire Department records, and a search for historical fire insurance maps (HFIMs) were utilized to assess the history of the subject site.

#### Aerial Photograph Interpretation

Historical aerial photographs dated 1937, 1946, 1950, 1957, 1962, 1967, 1973, 1979, 1984, 1987, 1998, 2006, 2009, 2012, and 2016 were reviewed to assess the history of the subject site. These photographs were obtained from Environmental Data Resources, Inc. (EDR) and Google Earth™. The aerial photograph summary is provided in Table V below. Refer to Appendix C in the Table of Contents for a copy of the Historical Aerial Photographs.

**TABLE V**  
**Summary of Aerial Photograph Review**

| Year/Scale        | Site Use     | Site and Adjacent Property Observation                                                                                             |
|-------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------|
| 1937<br>1" = 500' | Agricultural | The subject site and adjacent properties appear to be in agricultural cultivation.                                                 |
| 1946<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1937 aerial photograph. |
| 1950<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1946 aerial photograph. |
| 1957<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1950 aerial photograph. |
| 1962<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1957 aerial photograph. |
| 1967<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1962 aerial photograph. |
| 1973<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1967 aerial photograph. |
| 1979<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1973 aerial photograph. |
| 1984<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1979 aerial photograph. |
| 1987<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1984 aerial photograph. |
| 1998<br>1" = 500' | Agricultural | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1987 aerial photograph. |

**TABLE V (continued)**  
**Summary of Aerial Photograph Review**

| <b>Year/Scale</b> | <b>Site Use</b>                            | <b>Site and Adjacent Property Observation</b>                                                                                                                                                                                                                            |
|-------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2006<br>1" = 500' | Vacant Land                                | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1998 aerial photograph, except that the subject site and adjacent properties to the north, south and west appear to be vacant.                                |
| 2009<br>1" = 500' | Vacant Land                                | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2006 aerial photograph, except that paved roadways are now present to the north and east of the subject site.                                                 |
| 2012<br>1" = 500' | Vacant Land                                | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2009 aerial photograph.                                                                                                                                       |
| 2016<br>1" = 500' | Fire<br>Department<br>Training<br>Facility | Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2012 aerial photograph, except that the subject site appears to be developed with the Fire Department training facility currently occupying the subject site. |

#### **USGS Topographic Quadrangle Map**

Krazan's review of the USGS, 7.5 minute, Selma, California topographic quadrangle map dated 1964, photorevised 1981, indicates that no structures are depicted on the subject site. No evidence of fill areas or landfills are depicted on the subject site or the adjacent properties. Refer to Figure No. 4, Topographic Map, for reference. Please refer to Appendix D in the Table of Contents for a copy of the EDR *Historical Topo Map Report*.

#### **City of Selma Building Division**

On June 15, 2018, the CSBD was contacted to review building permit records for the existing subject site address of 1821 Pacific Avenue and the historical subject site address of 1245 Nebraska Avenue. No building permit records are on file with CSBD for the subject site address of 1821 Pacific Avenue. No building permit records are on file with the CSBD for the historical subject site address of 1245 Nebraska Avenue. Additionally, no permits for items such as underground storage tanks, septic systems, demolition or previous structures/features are on file with the CSBD for the subject site. A copy of the CSBD building permit records was not readily ascertainable or available.

#### **City Directories**

Reasonably ascertainable Haines Criss-Cross Directories (Haines) dated 1972 to 2015 were reviewed utilizing approximately five-year intervals at the Fresno County Public Library located in Fresno, California for the subject site address of 1821 Pacific Avenue and the historical subject site address of 1245 Nebraska Avenue. No listings of an environmental concern were noted for the subject site and historical subject site addresses in the city directories reviewed. Please refer to Appendix E in the Table of Contents for a copy of the EDR *City Directory Image Report*.

### **Sanborn Fire Insurance Maps**

Krazan reviews SFIMs to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with EDR to provide copies of available SFIMs for the subject site and the adjacent properties as far back as 1867. EDR's search of HFIMs revealed no coverage for the subject site and the adjacent properties. Please refer to Appendix F in the Table of Contents for a copy of the EDR SFIM *No Maps Available* Report.

## **6.2 Interviews**

Krazan conducted an interview with a key site manager and representative of the owner of the subject site and a representative of the subject site occupant. The interview is designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

### **Key Site Manager**

A Phase I ESA interview was conducted with Mr. Isaac Moreno with the City of Selma, a key site manager of the subject site. During the interview, Mr. Moreno stated that he has been familiar with the subject site since 1998 and that the subject site has historically been utilized for agricultural purposes. According to Mr. Moreno, the subject site was initially developed for its current use in 2015. Mr. Moreno did not have knowledge of any chemicals or hazardous materials historically stored or currently being stored at the subject site.

According to Mr. Moreno, to the best of his knowledge, no disposal of hazardous materials; no existing or former ASTs or USTs; no hazardous materials spills, no environmental cleanups, no on-site treatment and/or discharge of waste; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells, sumps, or disposal ponds; no buried materials; no monitoring or domestic wells; or any items of environmental concern are associated with the subject site. Mr. Moreno indicated the reason for the Phase I ESA is related to the potential sale of the subject site.

### **Subject Site Occupant**

An interview was conducted with Ms. Debbie Rowe, a fire engineer with the Selma Fire Department, the current subject site occupant. During the interview, Ms. Rowe stated that she has been familiar with the subject site for the past three years and that the subject site has been used as a training facility for the Selma Fire Department. Ms. Rowe stated that all fires at the subject created for fire service training are started with a propane blowtorch and not by application of fuels, and only wood pellets are burned in the



interior of the on-site structure. Ms. Rowe also stated that two power generators are stored on site, but all gasoline for the generators is stored at another location and not on the subject site.

According to Ms. Rowe, to the best of her knowledge, no use, storage, or disposal of hazardous materials; no existing or former ASTs or USTs; no hazardous materials spills, no environmental cleanups, no on-site treatment and/or discharge of waste; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells, sumps, or disposal ponds; no buried materials; no monitoring, domestic, or irrigation wells; or any items of environmental concern are associated with the subject site.

#### **Phase I Environmental Site Assessment Interview – Previous Owner**

A Phase I ESA interview with the previous owner of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner constitutes a data gap.

#### **6.3 Agricultural Chemicals**

Review of historical aerial photographs appears to indicate the subject site was utilized for agricultural purposes from at least 1937 to at least 1998. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to the crops grown on the subject site, 1) no structures were noted on historical aerial photographs of the subject site taken between 1937 and 1998, and impacts from agricultural chemicals are most often identified in association with chemical mixing and storage areas (structures), 2) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, and 3) it is anticipated that environmentally persistent pesticides/herbicides potentially located on site would have been dislocated/diluted in the area of the development of the existing fire department training facility located on the subject site and would be further dislocated/diluted at the time of future development. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity which generally indicates that the potential is low for elevated concentrations of environmentally persistent pesticides/herbicides related to agricultural cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action, the potential for elevated concentrations of environmentally persistent pesticides/herbicides to currently exist in the near-surface soils of the subject site at concentrations which would require regulatory action appears to be low.

#### **6.4 Regulatory Agency Interface**

A review of regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses.

Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

#### **Fresno County Department of Environmental Health Services**

The Fresno County Department of Environmental Health Services (FCEHS) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities in Fresno County. Krazan's review of the FCEHS CUPA and Solid Waste Programs Resource List (CUPA List) dated March 2018 indicated that no records are on file with the FCEHS for the subject site. However, records are on file with the FCEHS for one adjacent property which are discussed below.

Pacific Distributing  
1029 Valley View Court

600 feet to the east

According to records on file with the FCEHS, this facility maintains permits as a Small Hazardous Materials Handler and Hazardous Waste Generator. No records of releases or violations were found on file for this facility. Based on no documented releases to the subsurface, there is no evidence to suggest that this facility poses an environmental concern in connection with the subject site.

#### **City of Selma Fire Department**

The City of Selma Fire Department (CSFD) has jurisdiction for the fire protection for the subject site and the immediate vicinity. The City of Selma Fire Department is the current subject site occupant and, on June 18, 2018, Ms. Debbie Rowe with the City of Selma Fire Department was interviewed regarding potential records of hazardous materials storage, aboveground storage tanks, and hazardous material incidents/spills for the subject site. According to Ms. Rowe, no records of an environmental concern are on file for the subject site property. Please refer to section 6.2 above.

#### **State of California Regional Water Quality Control Board - Geotracker**

Krazan's June 15, 2018, review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website indicated that no LUST sites, cleanup program sites, land disposal sites, or military sites are listed for the subject site, the adjacent properties, or properties located within the subject site vicinity. Additionally, no permitted UST sites were determined to be located on or adjacent to the subject site.

**State of California Department of Toxic Substances Control - Envirostor**

Krazan's June 15, 2018, review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 500 feet of the subject site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site except for the Selma Treating Company located at 1735 Dockery Avenue. Refer to Section 6.5 of this report for a discussion of the Selma Treating Company.

**California Department of Conservation, Division of Oil, Gas and Geothermal Resources - DOMS**

Krazan's review of the State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) Online Mapping System (DOMS) indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

**Local Area Tribal Records**

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided government database report.

**6.5 Regulatory Agency Lists Review**

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. Refer to Table VI below for a summary of the listed properties located within the specified ASTM Search Radii. The actual distances of the listed properties (which are summarized below) are based on observations during Krazan's site reconnaissance. No EDR-listed unmapped (non geocoded) sites were determined to be located on or adjacent to the subject site. Please refer to Appendix G in the Table of Contents for a copy of the EDR *Radius Map Report*.

TABLE VI  
Summary of Findings

MAP FINDINGS SUMMARY

| Database                                                                | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|-------------------------------------------------------------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| <b>STANDARD ENVIRONMENTAL RECORDS</b>                                   |                         |                 |       |           |           |         |     |               |
| <i>Federal NPL site list</i>                                            |                         |                 |       |           |           |         |     |               |
| NPL                                                                     | 1.000                   |                 | 0     | 0         | 1         | 0       | NR  | 1             |
| Proposed NPL                                                            | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| NPL LIENS                                                               | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| <i>Federal Delisted NPL site list</i>                                   |                         |                 |       |           |           |         |     |               |
| Delisted NPL                                                            | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| <i>Federal CERCLIS list</i>                                             |                         |                 |       |           |           |         |     |               |
| FEDERAL FACILITY                                                        | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| SEMS                                                                    | 0.500                   |                 | 0     | 0         | 2         | NR      | NR  | 2             |
| <i>Federal CERCLIS NFRAP site list</i>                                  |                         |                 |       |           |           |         |     |               |
| SEMS-ARCHIVE                                                            | 0.500                   |                 | 0     | 0         | 4         | NR      | NR  | 4             |
| <i>Federal RCRA CORRACTS facilities list</i>                            |                         |                 |       |           |           |         |     |               |
| CORRACTS                                                                | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| <i>Federal RCRA non-CORRACTS TSD facilities list</i>                    |                         |                 |       |           |           |         |     |               |
| RCRA-TSDF                                                               | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| <i>Federal RCRA generators list</i>                                     |                         |                 |       |           |           |         |     |               |
| RCRA-LQG                                                                | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| RCRA-SQG                                                                | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| RCRA-CESQG                                                              | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| <i>Federal institutional controls / engineering controls registries</i> |                         |                 |       |           |           |         |     |               |
| LUCIS                                                                   | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| US ENG CONTROLS                                                         | 0.500                   |                 | 0     | 0         | 1         | NR      | NR  | 1             |
| US INST CONTROL                                                         | 0.500                   |                 | 0     | 0         | 1         | NR      | NR  | 1             |
| <i>Federal ERNS list</i>                                                |                         |                 |       |           |           |         |     |               |
| ERNS                                                                    | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| <i>State- and tribal - equivalent NPL</i>                               |                         |                 |       |           |           |         |     |               |
| RESPONSE                                                                | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| <i>State- and tribal - equivalent CERCLIS</i>                           |                         |                 |       |           |           |         |     |               |
| ENVIROSTOR                                                              | 1.000                   |                 | 0     | 0         | 2         | 0       | NR  | 2             |
| <i>State and tribal landfill and/or solid waste disposal site lists</i> |                         |                 |       |           |           |         |     |               |
| SWF/LF                                                                  | 0.500                   |                 | 0     | 0         | 1         | NR      | NR  | 1             |
| <i>State and tribal leaking storage tank lists</i>                      |                         |                 |       |           |           |         |     |               |
| LUST                                                                    | 0.500                   |                 | 0     | 0         | 2         | NR      | NR  | 2             |

TABLE VII (continued)  
Summary of Findings

MAP FINDINGS SUMMARY

| Database                                                    | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|-------------------------------------------------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| INDIAN LUST                                                 | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| CPS-SLIC                                                    | 0.500                   |                 | 0     | 0         | 3         | NR      | NR  | 3             |
| <i>State and tribal registered storage tank lists</i>       |                         |                 |       |           |           |         |     |               |
| FEMA UST                                                    | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| UST                                                         | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| AST                                                         | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| INDIAN UST                                                  | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| <i>State and tribal voluntary cleanup sites</i>             |                         |                 |       |           |           |         |     |               |
| INDIAN VCP                                                  | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| VCP                                                         | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| <i>State and tribal Brownfields sites</i>                   |                         |                 |       |           |           |         |     |               |
| BROWNFIELDS                                                 | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| <u>ADDITIONAL ENVIRONMENTAL RECORDS</u>                     |                         |                 |       |           |           |         |     |               |
| <i>Local Brownfield lists</i>                               |                         |                 |       |           |           |         |     |               |
| US BROWNFIELDS                                              | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| <i>Local Lists of Landfill / Solid Waste Disposal Sites</i> |                         |                 |       |           |           |         |     |               |
| WMUDS/SWAT                                                  | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| SWRCY                                                       | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| HAULERS                                                     | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| INDIAN ODI                                                  | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| DEBRIS REGION 9                                             | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| ODI                                                         | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| IHS OPEN DUMPS                                              | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| <i>Local Lists of Hazardous waste / Contaminated Sites</i>  |                         |                 |       |           |           |         |     |               |
| US HIST CDL                                                 | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| HIST Cal-Sites                                              | 1.000                   |                 | 0     | 0         | 1         | 0       | NR  | 1             |
| SCH                                                         | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| CDL                                                         | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| Toxic Pits                                                  | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| US CDL                                                      | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| <i>Local Lists of Registered Storage Tanks</i>              |                         |                 |       |           |           |         |     |               |
| SWEEPS UST                                                  | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| HIST UST                                                    | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| CA FID UST                                                  | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| <i>Local Land Records</i>                                   |                         |                 |       |           |           |         |     |               |
| LIENS                                                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| LIENS 2                                                     | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| DEED                                                        | 0.500                   |                 | 0     | 0         | 1         | NR      | NR  | 1             |
| <i>Records of Emergency Release Reports</i>                 |                         |                 |       |           |           |         |     |               |
| HMIRS                                                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |

**TABLE VII (continued)**  
**Summary of Findings**

**MAP FINDINGS SUMMARY**

| Database                           | Search<br>Distance<br>(Miles) | Target<br>Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total<br>Plotted |
|------------------------------------|-------------------------------|--------------------|-------|-----------|-----------|---------|-----|------------------|
| CHMIRS                             | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| LDS                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| MCS                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| SPILLS 90                          | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| <i>Other Ascertainable Records</i> |                               |                    |       |           |           |         |     |                  |
| RCRA NonGen / NLR                  | 0.250                         |                    | 0     | 0         | NR        | NR      | NR  | 0                |
| FUDS                               | 1.000                         |                    | 0     | 0         | 0         | 0       | NR  | 0                |
| DOD                                | 1.000                         |                    | 0     | 0         | 0         | 0       | NR  | 0                |
| SCRD DRYCLEANERS                   | 0.500                         |                    | 0     | 0         | 0         | NR      | NR  | 0                |
| US FIN ASSUR                       | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| EPA WATCH LIST                     | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| 2020 COR ACTION                    | 0.250                         |                    | 0     | 0         | NR        | NR      | NR  | 0                |
| TSCA                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| TRIS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| SSTS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| ROD                                | 1.000                         |                    | 0     | 0         | 1         | 0       | NR  | 1                |
| RMP                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| RAATS                              | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| PRP                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| PADS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| ICIS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| FTTS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| MLTS                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| COAL ASH DOE                       | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| COAL ASH EPA                       | 0.500                         |                    | 0     | 0         | 0         | NR      | NR  | 0                |
| PCB TRANSFORMER                    | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| RADINFO                            | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| HIST FTTS                          | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| DOT OPS                            | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| CONSENT                            | 1.000                         |                    | 0     | 0         | 1         | 0       | NR  | 1                |
| INDIAN RESERV                      | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| FUSRAP                             | 1.000                         |                    | 0     | 0         | 0         | 0       | NR  | 0                |
| UMTRA                              | 0.500                         |                    | 0     | 0         | 0         | NR      | NR  | 0                |
| LEAD SMELTERS                      | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| US AIRS                            | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| US MINES                           | 0.250                         |                    | 0     | 0         | NR        | NR      | NR  | 0                |
| ABANDONED MINES                    | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| FINDS                              | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| UXO                                | 1.000                         |                    | 0     | 0         | 0         | 0       | NR  | 0                |
| DOCKET HWC                         | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| ECHO                               | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| FUELS PROGRAM                      | 0.250                         |                    | 0     | 0         | NR        | NR      | NR  | 0                |
| CA BOND EXP. PLAN                  | 1.000                         |                    | 0     | 1         | 0         | 0       | NR  | 1                |
| Cortese                            | 0.500                         |                    | 0     | 0         | 1         | NR      | NR  | 1                |
| CUPA Listings                      | 0.250                         |                    | 1     | 0         | NR        | NR      | NR  | 10               |
| DRYCLEANERS                        | 0.250                         |                    | 0     | 0         | NR        | NR      | NR  | 0                |
| EMI                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| ENF                                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| Financial Assurance                | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |
| HAZNET                             | 0.001                         |                    | 0     | NR        | NR        | NR      | NR  | 0                |



TABLE VII (continued)  
Summary of Findings

MAP FINDINGS SUMMARY

| Database                                  | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|-------------------------------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| ICE                                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| HIST CORTESE                              | 0.500                   |                 | 0     | 0         | 2         | NR      | NR  | 2             |
| HWP                                       | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| HWT                                       | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| MINES                                     | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| MWMP                                      | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| NPDES                                     | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| PEST LIC                                  | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| PROC                                      | 0.500                   |                 | 0     | 1         | 0         | NR      | NR  | 1             |
| Notify 65                                 | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| UIC                                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| WASTEWATER PITS                           | 0.500                   |                 | 0     | 0         | 0         | NR      | NR  | 0             |
| WDS                                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| WIP                                       | 0.250                   |                 | 0     | 0         | NR        | NR      | NR  | 0             |
| PROD WATER PONDS                          | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| PROJECT                                   | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| UIC GEO                                   | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| OTHER OIL GAS                             | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| WELL STIM PROJ                            | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| SAMPLING POINT                            | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| CIWQS                                     | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| NON-CASE INFO                             | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| MILITARY PRIV SITES                       | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| <b>EDR HIGH RISK HISTORICAL RECORDS</b>   |                         |                 |       |           |           |         |     |               |
| <i>EDR Exclusive Records</i>              |                         |                 |       |           |           |         |     |               |
| EDR MGP                                   | 1.000                   |                 | 0     | 0         | 0         | 0       | NR  | 0             |
| EDR Hist Auto                             | 0.125                   |                 | 1     | NR        | NR        | NR      | NR  | 1             |
| EDR Hist Cleaner                          | 0.125                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| <b>EDR RECOVERED GOVERNMENT ARCHIVES</b>  |                         |                 |       |           |           |         |     |               |
| <i>Exclusive Recovered Govt. Archives</i> |                         |                 |       |           |           |         |     |               |
| RGA LF                                    | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| RGA LUST                                  | 0.001                   |                 | 0     | NR        | NR        | NR      | NR  | 0             |
| - Totals -                                |                         | 0               | 2     | 11        | 24        | 0       | 0   | 37            |

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

The subject site address was not listed in the EDR regulatory database report.

The following facilities are listed in the vicinity of the subject site:

Baker G C & Sons 370 feet to the south  
1612 Tucker Avenue

According to EDR, this facility is listed as an EDR Hist Auto site located 370 feet to the south of the subject site. During Krazan's site reconnaissance, no evidence of the presence of this site was observed. No records were found to be on file with the FCEHS. Based upon no documented releases to the subsurface and its reported location hydraulically cross-gradient to the subject site, there is no evidence to suggest that this facility poses an environmental concern in connection with the subject site.

Pacific Distributing 600 feet to the east  
1029 Valley View Court

According to records on file with the FCEHS, this facility maintains permits as a Small Hazardous Materials Handler and Hazardous Waste Generator. No records of releases or violations were found for this facility. Based on no documented releases to the subsurface, there is no evidence to suggest that this facility poses an environmental concern in connection with the subject site. FCEHS records for this facility were previously discussed in Section 6.4 of this report.

The following site is listed on the Federal Superfund-National Priority List (NPL):

Selma Treating Company approx. 1,013 feet to the west/southwest  
AJ Industrial  
1735 Dockery Avenue

According to EDR, this site occupies approximately 40 acres including a 14-acre former wood treatment and storage facility. Selma Pressure Treating Company began wood treatment operations in 1942. The treatment process originally involved dipping wood into a mixture of pentachlorophenol (PCP) and oil, then drying the wood on open racks. In 1965, a pressure treating process was installed at this facility which consisted of impregnating wood with chemical preservatives including PCP and heavy oil penta. From 1942 to 1971, waste from the treatment plant was disposed by drainage into dry wells, spillage onto the ground, and/or placement in unlined ponds or sludge pits. After 1971, an effluent recovery system was installed at this facility for waste disposal. Wood treatment activities were suspended in 1994. This site was added to the Environmental Protection Agency (EPA) National Priority List (NPL) in 1983. In 1984, the EPA initiated a Remedial Investigation/Feasibility Study (RI/FS) to identify chemicals of concern (COCs) at this site, investigate their extent, and identify appropriate remedial actions. Based on the results, an initial Record of Decision (ROD) stipulated a remedy consisting of excavating soil containing COCs at concentrations exceeding cleanup standards, treating the soil with a fixing agent, placing the soil in an unlined impoundment and covering the impoundment with a RCRA-type cap.

Based on groundwater data collected since 1988, the COCs in the soil at this site have not significantly affected groundwater quality over the operating period of this site. Based on a Focused Feasibility Study (FFS) issued in 2003, a Proposed Plan was developed for revising the remedy for soils to create a consolidated disposal area RCRA cap for soils that have been treated at this site, and cap additional untreated soils that have been left in place with a modified asphalt ultra-low permeability barrier. Based on the remedial activities at this facility, including the installation of a RCRA cap, its distance from the

subject site, and its location hydraulically down-gradient to the subject site, there is no evidence to suggest that this former facility represents an environmental concern in connection with the subject site.

Additionally, various hazardous materials handler/generator facilities were listed in the vicinity of the subject site including Iglesias Muffler & Tire, Anthony J. Prieto Well Drilling, American Grape Harvesters, and California Water Service Company. However, these facilities were located hydraulically cross- or downgradient from the subject site and no records of releases or violations for these facilities germane to the subject site are on file with the FCEHS. Based on no documented releases to the subsurface from these former facilities, and their locations hydraulically cross- to downgradient from the subject site, there is no evidence to suggest that these facilities represent an environmental concern in connection with the subject site.

#### **Hazardous Materials Migration in Vapor**

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and storm water lines, and building foundations.

Krazan's review of the remaining vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in conjunction with the subject site. The rationale supporting this opinion includes the following:

- None of the reported sites were in close proximity to the subject site;
- Relevant sites had undergone investigation and remediation sufficient to receive regulatory agency closure;
- Sites with reported releases of minor quantities of COCs or COCs of limited volatility impacting soil only were considered of minimal concern;
- The lateral migration of the COCs in groundwater is reported to be limited and COCs were not detected in groundwater samples collected downgradient of the release and several hundred feet upgradient of the subject site; and,

- Sites with reported releases of COCs including volatile organic compounds (VOCs) were either of sufficient distance or hydraulically down- or cross-gradient from the subject site such that they do not appear to represent a significant potential for vapor migration on the subject site.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

## 7.0 DISCUSSION OF FINDINGS

**TABLE VII**  
**Summary of Conclusions**

| Apparent Evidence of RECs/PAOCs From: | Not Noted | Noted |
|---------------------------------------|-----------|-------|
| Historical Uses                       | X         |       |
| Current Uses                          | X         |       |
| Adjacent or Vicinity Property Uses    | X         |       |

### **Historical Uses**

Based on Krazan's review of historical research of the subject site, a site reconnaissance, contacts with the State and local regulatory agencies, and an interview with the subject site representative, there is no evidence that RECs exist in connection with the historical uses of the subject site.

### **Current Uses**

Based on Krazan's site reconnaissance, contacts with State and local regulatory agencies, and an interview with the subject site representative, there is no evidence that RECs exist in connection with the current uses of the subject site.

### **Adjacent or Vicinity Property Uses**

Based on Krazan's field observations, review of the EDR regulatory database report, and consultation with State and local regulatory agencies, there is no evidence that RECs exist in connection with the subject site from adjacent or vicinity property uses.

## 7.1 **Evaluation of Data Gaps/Data Failure**

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by

this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap. The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

- Absence of Interview with Previous Property Owner/Occupant (Section 6.2)

A Phase I ESA interview with the previous owner/occupant of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of an interview with a previous property owner/occupant are unknown.

## 8.0 CONCLUSIONS/OPINIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13.

## 9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

## 10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to



waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

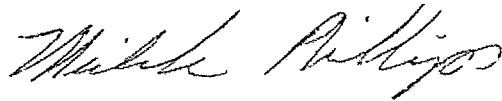
## 11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

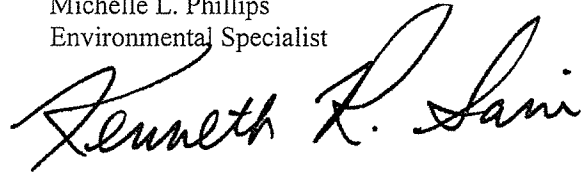
We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.

We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.


Respectfully submitted,  
KRAZAN & ASSOCIATES, INC.



Michelle L. Phillips  
Environmental Specialist



Kenneth R. Sani, REPA No. 872367  
Environmental Project Manager



Arthur C. Farkas, REA No. 07818  
Environmental Professional

MLP/KRS/ACF/mlt

**BEFORE THE FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2018-08**

In the matter of:  
Federal Transit  
Administration Grant

RESOLUTION SUPPORTING CLAIM AND  
SUBSEQUENT ACTIONS TO RECEIVE  
FY 2018-19 FUNDS FTA SECTION 5311 FUNDS

WHEREAS, Title 21 of the California Administrative Code, Section 1666 requires that the Fresno Council of Governments (FCOG), as the Regional Transportation Planning Agency (RTPA) for Fresno County to plan and program projects of local significance, so applicants, may reference their Applications in a "Program of Projects" (POP) for submittal through the State of California, Department of Transportation (Caltrans) to the Federal Transit Administration (FTA) Section 5311 program; and

WHEREAS, the FCRTA is an eligible applicant of such funds; and

WHEREAS, FCRTA has participated in the ongoing rural public transportation process with the FCOG; and

WHEREAS, the FCRTA does approve the contents and intent of an "Operating Assistance" Application for the Section 5311 funds for 2018-19, for submittal to the FCOG for their action; and

WHEREAS, the FCOG, later this year will adopt the 2018 Federal Transportation Improvement Program (FTIP) to include FCRTA's 2018-19 FTA Section 5311 Operating Grant Application; with reference in the "Program of Projects" (POP); and

WHEREAS, the FCOG shall transmit Certification and Assurance of the recommended Application directly to the Caltrans District 06 Office by their stipulated deadline; and

WHEREAS, the Application Process requires that the FCRTA Board of Directors affirm by Resolution it's policy (as contained in the Agency's official and legal Joint Powers Agreement) to seek, support and enter into grant agreements or contracts for and in behalf of its Member Agencies, and enter into the necessary FTA Section 5311 Assurances to be the recipient of said funds for the purposes expressed in its submitted Grant Application; and

WHEREAS, the FCRTA Board of Directors does hereby authorize the General Manager to execute any and all said Agreements and Contracts pertaining to the aforementioned Grant Program.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency does affirm its intent to be the sole recipient and contracting authority for its 2018-19 FTA Section 5311 funds in the amount of \$1,522,098, thus not requiring each Member Agency's policy board to act individually in the matter.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 28<sup>th</sup> day of June, 2018.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

Signed \_\_\_\_\_  
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 28<sup>th</sup> day of June 2018.

Signed \_\_\_\_\_  
Moses Stites, General Manager





**Civil Rights  
State of California  
DRMT Federal Programs  
Application**

**Applicant:** Fresno County Rural Transit Agency

1. Are or were there any Title VI related lawsuits/complaints filed within the past year? If yes, does the review of lawsuits/complaints denote a pattern of discrimination?

☐ Yes      ☒ No

Please provide the following information to Caltrans DMT:

- The date the lawsuit/complaint was filed
- The name and address of the complainant
- A summary of the allegation

2. Are complaints documented and listed?      ☐ Yes      ☒ No

3. Has a federal (FTA) civil rights compliance review been performed within the past year?

☐ Yes      ☒ No

If yes, attach PDF copy of the following information:

- The name of the agency or organization conducting the review
- A summary of findings and recommendations
- The status or disposition of the recommendations

**\*\*Special requirements for first-time applicants**

If first time applicants have previously received funding from another Federal agency, the applicant must provide information regarding Title VI compliance history. Please provide the following information to Caltrans DMT a summary of compliance review activities conducted in the past three (3) years.

1. The purpose or reason for the review

N/A

2. Name of agency that performed the review

N/A





3. Summary of findings and recommendations of the review  
N/A

4. Status and/or disposition of such findings and recommendations.  
N/A

5. A brief description of any pending applications for Federal funding  
N/A

6. Did any Federal agency find the applicant to be in noncompliance with any civil rights requirement?

☐ Yes      ☒ No





**Disadvantage Business Enterprise (DBE)  
State of California  
DRMT Federal Programs  
Application**

**Applicant:** Fresno County Rural Transit Agency

1. What enforcement mechanisms does the subrecipient use for DBE requirements? Please explain.  
If we ever received any inquiries or firms indicating that they were DBE, we would make sure that they had completed the State's Application Form and that the State had "certified" them. We would double check the information against the State's Data Base for confirmation. We would then seek copies of all that information and place it in our DBE files by Contract.
  
2. Does the subrecipient require contractors to obtain approval from its DBE Liaison Officer (DBELO) prior to substituting a DBE firm after contract award?  
  

☒ Yes
 ☐ No
 ☐ N/A
  
3. Does the subrecipient monitor prime contractors to ensure that DBEs are actually performing applicable work on federally funded projects?  
  

☒ Yes
 ☐ No
 ☐ N/A
  
4. Did the subrecipient receive any complaints or procurement protests alleging that it did not comply with the DBE regulations for federally funded projects?  
  

☐ Yes (Go to question #6)
 ☒ No
  
5. What are the subrecipients' processes for handling protests? Please explain.  
We would obtain a written copy of any protest, along with all supporting information pertaining to their claim, for review and analysis. This matter would be reviewed with our DBELO, to seek a mutual decision. The response would be drafted for further review by the DBELO prior to returning a response to the protesting party. The matter would be fully documented in our files.



6. Do the complaints indicate any problems with the DBE program?

☐ Yes

☒ No

\*The following is a link to FTA's DBE program, "Section 26.37 Monitoring and Enforcement Mechanisms" this section gives examples of monitoring and enforcement mechanisms that ensure compliance.

<https://www.transit.dot.gov/dbe>





**Application Certification  
State of California  
DRMT Federal Programs  
Application**

**Applicant:** Fresno County Rural Transit Agency

**FTA Program:** FTA 5311 Program

**Fiscal Year:** 2019

I hereby certify that I am the authorized signee for the above listed applicant. I also hereby certify that I have reviewed the organizational information and application forms submitted in the BlackCat system and all statements, information, and representations made are true and correct to the best of my knowledge. I also hereby certify that adequate local share as described in herein will be available to execute this project(s).

**Please Enter Name & Title of Authorized Signee Below:**

**Name:** Moses Stites

**Title:** General Manager

Sign Here: \_\_\_\_\_  
(Please Sign in Blue Ink)

Date: 6/11/2018







**Charter Bus  
State of California  
DRMT Federal Programs  
Application**

**Applicant:** Fresno County Rural Transit Agency

**1. Does your agency provide charter services? If yes, go to question #2 through #4**

☐ Yes ☒ No

**2. Is charter service using FTA funded or maintained vehicles provided under one of the exceptions? If no, skip this section. If yes, check the exception that best describes the charter service:**

- ☐ Government officials on official government business
- ☐ Qualified Human Service Organization (QHSOs)
- ☐ Leasing FTA funded equipment and drivers
- ☐ When no registered charter provider responds to notice from an agency
- ☐ Agreement with registered Charter providers
- ☐ Petitions to the Administrator

**3. Did the transit agency provide notice to all registered charter providers prior to providing the requested charter service?**

☐ Yes ☐ No

**4. Was all charter service reporting timely?**

☐ Yes ☐ No

Reporting schedule is as follows:

| <u>Quarter</u>         | <u>ReportDeadline</u> |
|------------------------|-----------------------|
| January 1 – March 31   | April 30              |
| April 1 – June 30      | July 30               |
| July 1 – September 30  | October 30            |
| October 1- December 31 | January 30            |



The following is a link to FTA's Charter Bus Service Quarterly Reports. Your agency must submit a pdf copy of the Charter Bus Service Quarterly Report along with this application stored in the agency profile on the BlackCat Grant Management System.

<https://www.transit.dot.gov/regulations-and-guidance/access/charter-bus-service/charter-bus-service-quarterly-reports>





**Description of Efforts to Coordinate Services with Social Service Agencies**  
**State of California**  
**DRMT Federal Programs**  
**Application**

**Applicant:** Fresno County Rural Transit Agency

Please answer the following questions regarding the description of efforts to coordinate services with social service agencies:

- What human service agencies, employment/training programs, or other transportation providers does your agency coordinate with?  
 Central Valley Regional Center, Fresno County CalWORKS, Local Conservation Corps, Fresno-Madera Area Agency on Aging, Senior Transportation and Senior Meals Programs, United Cerebral Palsy, Third Floor Program, West Fresno Health Care Coalition, Saint Agnes Adult Day Health Care, Masten Towers, Nikkei Senior Center, Sanctuary, Senior Citizen Village, Headstart, Fresno County Department of Education, Court Schools and Sunnyside High Medical School Program, City of Clovis Transit, City of Dinuba Transit, Kings Area Rural Transit, and Fresno County Rural Transit Agency.

- In your agency's coordination efforts with social service agencies, check all that apply:

|                                                                                                        | <b>Current Practice</b>             | <b>Would Consider</b>    |
|--------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|
| Drivers attend safety/sensitivity training                                                             | <input type="checkbox"/>            | <input type="checkbox"/> |
| Sharing vehicles with other agencies                                                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Providing information to riders/patrons on other available services                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Working with CTSA or other agencies to coordinate trips                                                | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Utilize pre-paid fare media with other agencies                                                        | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Coordinate with Medical, CalWorks or Employment Programs                                               | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other: Centralized Administration, Consolidated Funding, Centralized Dispatch, Centralized Maintenance |                                     |                          |

- Describe your agency's role in the human service-public transportation coordination planning efforts?  
 Total involvement since 1982, when we were co-designated by the Fresno Council of Governments as a Rural Consolidated Transportation Service Agency with the Fresno Economic Opportunities Commission. Active participation on the development of the Fresno Council of Governments "Human Service Coordination Plan," which was adopted on January 24, 2008, following an opportunity for public comment (document previously transmitted to Caltrans).







**2019 Certifications and Assurances of the Regional Agency/Transportation Planning Agency  
State of California - FTA Section 5311 and Rural CMAQ Transit**

**Regional Agency/TPA:** Fresno Council Of Governments

**Contact Person:** Tony Boren

**Contact Email:** tboren@fresnocog.org

**Contact Phone:** (559) 233-4148

**Name of Subrecipient:** Fresno County Rural Transit Agency

**Project Description:** FTA Section 5311 Operating Assistance 2018-19

**Project Amount and Fund Type**

| <i>Regional Apportionment<br/>5311 or CMAQ*</i> | <i>Carryover<br/>Amount</i> | <i>Toll Credits**</i> | <i>Local Match</i> | <i>Total Project Cost</i> | <i>Local Match<br/>Source/s</i> |
|-------------------------------------------------|-----------------------------|-----------------------|--------------------|---------------------------|---------------------------------|
| \$1,522,098                                     | \$245,625                   | \$N/A                 | \$1,522,098        | \$3,407,428               | \$ Local Measure C<br>Funds     |

\* Includes Section 5311 JARC eligible projects

\*\* Prior approval by Caltrans required

| <b>Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency</b> |                              |                                           |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------|
| Document (or Amendment)<br>Number                                                                                               | Document (or Amendment) Year | FHWA/FTA Federally<br>Approved TIP (Date) |
| Adopted 2018 FTIP                                                                                                               | Fresno COG's 2018 FTIP       | 9/16/2016                                 |

**Check all that apply:**

- ☒ Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- ☒ The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- ☒ The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- ☒ The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

**Certifying Representative:**

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

Name: Tony Boren

Title: Executive Director

Signature: \_\_\_\_\_ Date: 6/11/2018

Signature in BLUE ink

