FRESNO COUNTY RURAL TRANSIT AGENCY MAINTENANCE AND OPERATIONS FACILITY PROJECT

REQUEST FOR APPROVAL OF A CATEGORICAL EXCLUSION PURSUANT TO 23 CFR 771.118(D)(6)

LSA

July 2020

This page intentionally left blank

FRESNO COUNTY RURAL TRANSIT AGENCY MAINTENANCE AND OPERATIONS FACILITY PROJECT

REQUEST FOR APPROVAL OF A CATEGORICAL EXCLUSION PURSUANT TO 23 CFR 771.118(D)(6)

Submitted to:

Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, California 93721

Prepared by:

LSA
2491 Alluvial Avenue, PMB 626
Clovis, California 93611
559.490.1210

Project No. FTA2001

LSA

July 2020

This page intentionally left blank

TABLE OF CONTENTS

ATTACHMENTS

FIGURES AND TABLES

FIGURES

TABLES

1. INTRODUCTION

The following report documents the environmental determination for the Maintenance and Operations Facility Project (Project) under the National Environmental Policy Act (NEPA) and consists of a request for a Categorical Exclusion (CE) pursuant to 23 Code of Federal Regulations (CFR) Part 771.118(d)(6), as proposed by Fresno County Rural Transit Agency (FCRTA).

In consultation with Federal Transit Administration (FTA) Region 9 Staff, it was determined that the proposed project would be most appropriately analyzed under 23 CFR 771.118(d), which lists actions under NEPA that may be considered to be categorically excluded with further analysis and documentation. This report includes the environmental analysis of the proposed project using the checklist titled "Information Required For Probable Categorical Exclusion" as provided by Region 9 of the FTA.

2. INFORMATION REQUIRED FOR REQUESTED CATEGORICAL EXCLUSION

Per 23 CFR Part 771.118, and in accordance with the checklist titled "Information Required for Probable Categorical Exclusion," the following information is included for review by FTA Region 9 to support the request for a CE determination for the proposed project.

2.1 PROJECT DETAILS

A. Detailed Project Description

The 9.14-acre project site is located at 1821 Pacific Avenue in the City of Selma (City). The project site is bound to the north by Valley View Avenue, to the east by Pacific Avenue, and to the south and west by Tucker Avenue. Refer to Figure 1, Regional Location.

The project site is comprised of four parcels and includes the following Assessor's Parcel Numbers (APNs): 390-190-14S, 390-190-15S, 390-190-16S, and 390-190,-17S. FCRTA currently owns APNs 390-190-15S, 390-190-16S, and 390-190,-17S. FCRTA may purchase APN 390-190-14S in the future; as such, this parcel is evaluated in this CE. All four parcels currently consist of vacant land. APN 390-190-15S was previously occupied by the Selma Fire Department's training facility, which has since been relocated.

The proposed project would construct a new maintenance and operations facility for the FCRTA. The facility would include an approximately 4,900-square-foot maintenance shop equipped to service both natural gas and electric transit buses, an approximately 4,900-square-foot maintenance shop devoted to light duty vehicles and vans, and an approximately 4,900-square-foot office and training facility for technician training in advanced transit vehicle technology. The proposed project would also include a bus wash that would apply State-mandated conservation practices such as on-site recycled water and filtering requirements. The bus wash would utilize a blow dryer and would accommodate up to 40-foot buses.

This page intentionally left blank

LSA

FIGURE 1

N

0 500 1000
FEET

Fresno County Rural Transit Agency
Maintenance and Operations Facility
Regional Location

SOURCE: ESRI World Street Map (03/20).

I:\FTA2001\GIS\Maps\Figure 1_Regional Location.mxd (6/12/2020)

This page intentionally left blank

The project would be equipped with ten Level 3 electric vehicle (EV) chargers to serve electric transit buses, ten Level 2 EV chargers to serve electric transit vans, and a public access compressed natural gas (CNG) station capable of serving both transit buses and over-the-road Class 8 trucks. The project would also include approximately 1.3 to 2.0 megawatts (MW) of on-site solar power and 500 kilowatt-hour (kWh) of battery storage to support the electric vehicle charging.

The FCRTA operates 25 transit subsystems with 120 vehicles that operate in 13 rural incorporated cities throughout Fresno County. In addition, the FCRTA has 13 maintenance yards in rural areas. The proposed project would have approximately 10 to 20 employees daily and the amount of buses each day would be minimal based on the maintenance schedule and rotation. Buses would be stored off-site and would travel to the site for scheduled services and California Highway Patrol (CHP) inspections. Buses would be driven in by shuttle drivers or would be towed in if broken down.

FCRTA will be utilizing Federal Transit Administration (FTA) funding ($5.1 million) for a portion of this project.

B. Location

The project site is located within the City of Selma and is surrounded by industrial, agricultural, and residential land uses. Residences are located to the north, east, and south of the project site. The closest residence is located across State Route (SR) 99, approximately 820 feet from the project site. Figure 2, Project Site and Surrounding Land Uses, illustrates land use within 0.50 mile of the project site.

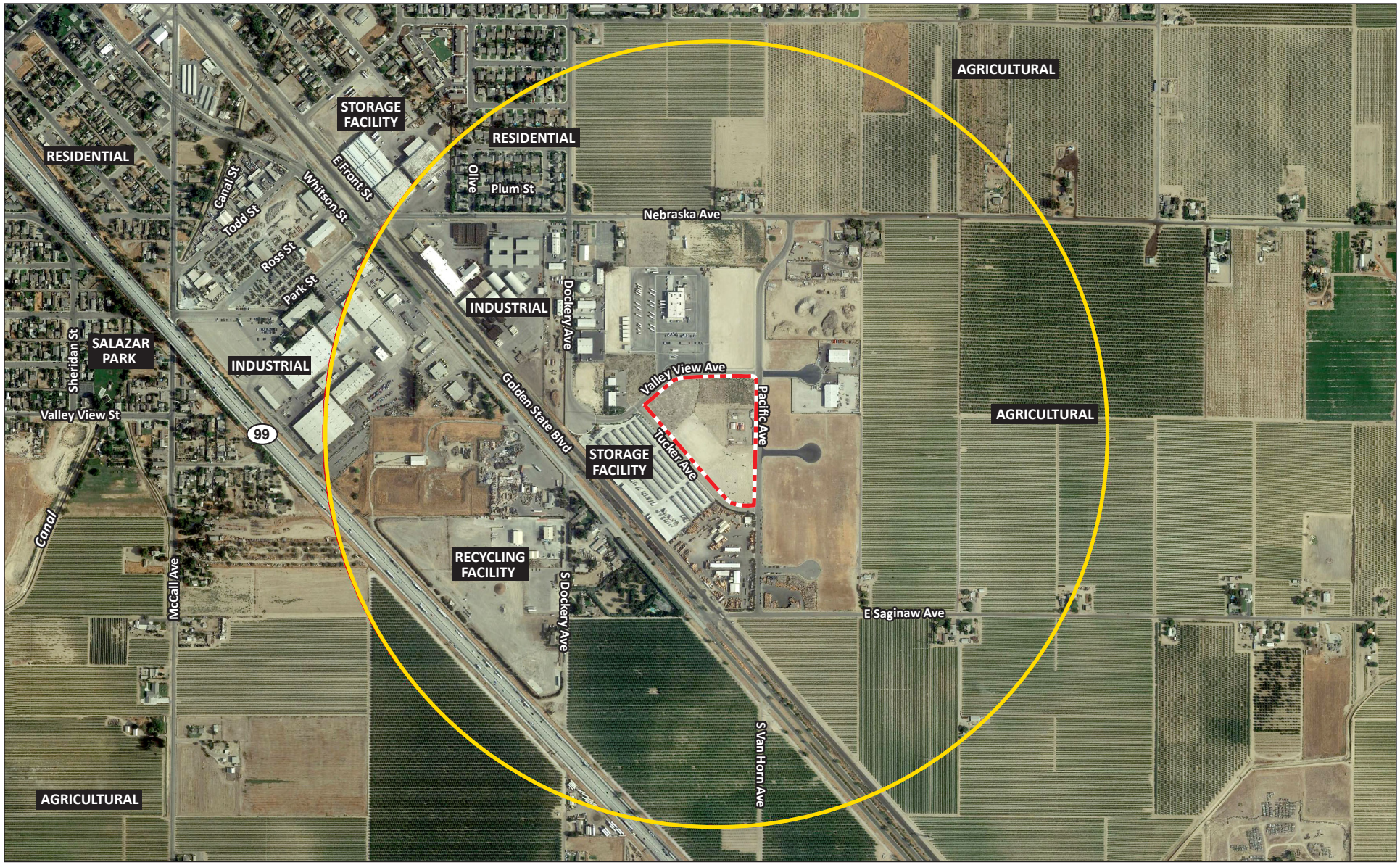
C. Metropolitan Planning and Air Quality Conformity

The proposed project is consistent with the Fresno Council of Governments (FCOG) 2018–2042 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on July 26, 2017. The proposed project was included in the 2018–2042 RTP/SCS as Project ID FRE503770, which describes the project as an FCRTA maintenance facility within a small city along SR 99. The Project Description is consistent with the description identified in the 2018–2042 RTP/SCS. The proposed project has been programmed in the FCOG 2019 Federal Transportation Improvement Program (FTIP) by FCOG through their official process and was approved on March 12, 2020. The Conformity Analysis for the 2018–2042 RTP/SCS and the 2019 FTIP demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP and the 2018–2042 RTP; a finding of conformity was therefore supported.

D. Land Use and Zoning

The City of Selma (City) General Plan Land Use and Zoning Maps designate the project site as Light Industrial and Light Manufacturing (M-1), respectively. In addition, adjacent properties are also designated Light Industrial and zoned M-1. Refer to Figure 3, Zoning Designations, for the zoning designations of the project site and surrounding properties. The proposed maintenance and operations facility would be consistent with the Light Industrial designation and M-1 zone. There is also a school bus maintenance facility located directly across the street that is operated by Selma Unified School District.

This page intentionally left blank



LSA

FIGURE 2

0 450 900
FEET

N

Project Site

1/2-Mile Radius

Fresno County Rural Transit Agency
Maintenance and Operations Facility
Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, 8/23/18; LSA, 2020

aCorp04\P:\FTA2001 FCRTA Maintenance and Operations Facility\PRODUCTS\Graphics\Figure_2.ai (5/27/2020)

This page intentionally left blank

LSA

N

0 200 400
FEET

C-R Regional Commercial Zone
M-1 Light Manufacturing Zone
M-2 Heavy Manufacturing Zone
R-2-P Multiple Family Precise Plan Zone

AE20 - Executive Agricultural-Fresno County
AL20 - Limited Agricultural-Fresno County
Project Site

FIGURE 3

Fresno County Rural Transit Agency
Maintenance and Operations Facility
Zoning Designations

SOURCES: CITY OF SELMA; FRESNO COUNTY DEPT. PWP, 2020.

aCorp04\P:\FTA2001 FCRTA Maintenance and Operations Facility\PRODUCTS\Graphics\Figure 3.ai (6/3/2020)

This page intentionally left blank

Therefore, the proposed project would be consistent with proposed General Plan and zoning designations and would not conflict with any land use plan or policy.

E. Prime and Unique Farmlands

The project site is classified as Farmland of Local Importance.[1] The project site is not zoned for agricultural uses and is not enrolled in a Williamson Act Contract.[2] The State Department of Conservation classifies the project site as Non-Enrolled Land. The project site is not located on land that is designated as Prime Farmland or Farmland of State Importance. In addition, the project site is currently vacant and is not zoned for agricultural uses. Therefore, implementation of the proposed project would not result in the conversion of any prime or unique farmlands, as shown on the Fresno County Important Farmland Map.

F. Traffic and Parking Impacts

As described in the Project Description, the proposed project would construct a new maintenance and operations facility for the FCRTA. The facility would include a maintenance shop equipped to service both natural gas and electric transit buses, a maintenance shop devoted to light duty vehicles and vans, and an office and training facility for technician training in advanced transit vehicle technology. The proposed project would also include a bus wash that would apply State-mandated water conservation practices such as on-site recycled water and filtering. The bus wash would utilize a blow dryer and would accommodate up to 40-foot buses.

The project site would be equipped with 10 Level 3 EV chargers to serve electric transit buses, 10 Level 2 EV chargers to serve electric transit vans, and a public access CNG station capable of serving both transit buses and over-the-road Class 8 trucks.

The FCRTA operates 25 transit subsystems with 120 vehicles that operate in 13 rural incorporated cities throughout Fresno County. In addition, the FCRTA has 13 maintenance yards in rural areas. The project would include approximately 10 to 20 employees daily, while the number of buses traveling to the site each day would vary based on the maintenance schedule and rotation. Buses would be stored off-site and would travel to the site only for scheduled services and CHP inspections. Buses would be driven in by shuttle drivers or would be towed in if broken down.

This analysis assumes that there would be 20 employees and 10 buses daily, which would generate approximately 66 employee vehicle trips[3] and 20 bus trips daily. Due to the limited addition of project-related traffic, the proposed project is not anticipated to generate a significant number of trips that would result in the deficiency of existing intersections within the project vicinity. The proposed project would not require traffic signal work or modification of lanes (e.g., add turn lanes, removal of medians, removal of lanes, restriping, or shifting location of lanes). In addition, the project is not anticipated to affect surrounding parking as adequate parking would be provided on-site.

---

1 California Department of Conservation, 2016. *Fresno County Important Farmland 2016.*

2 Ibid.

3 Employee trip rates were estimated using the Institute of Transportation Engineer's (ITE) Trip Generation Manual, which assumes 3.28 trips per employee per day for General Office Buildings (land use code 710).

G. Aesthetics and Visual Quality

The proposed project would construct a new maintenance and operations facility for the FCRTA. The facility would include two 4,900-square-foot maintenance shops and a 4,900-square-foot office and training facility. The buildings would not look substantially different from other industrial and warehouse buildings in the area. In addition, the City of Selma considers aesthetic quality during entitlement review and the proposed project would be required to comply with all development and design standards prior to issuing building permits.

Although the proposed buildings would introduce new visible elements, the project site is located in an area that does not have sensitive views or vistas; therefore, the proposed buildings would not significantly affect views from off-site locations. In addition, the proposed project would replace areas on the site that were previously used for the Selma Fire Department's training facility. The entire site is now currently vacant. The proposed project would create a uniform development on the site and would generally improve its appearance. The proposed project would also include landscaping, which would be drought tolerant and comply with local requirements for water conservation standards.

The proposed project would include the installation of new outdoor lighting for building and parking lots. All new lighting would be designed and placed consistent with the City requirements and new fixtures would be shielded and designed to illuminate only the project site, reducing the potential for off-site light. Therefore, the new lighting introduced by the proposed project would not result in an adverse effect due to project design. In addition, the exterior treatment of the buildings would have standard construction materials that would not produce inordinate or significant glare.

H. Air Quality

The proposed project is located in the City of Selma, and is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for air quality regulation within the eight-county San Joaquin Valley region.

Both the State of California (State) and the federal government have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter ($PM_{2.5}$ and PM_{10}). The SJVAB is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards.

Air quality monitoring stations are located throughout the nation and maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the U.S. Environmental Protection Agency (USEPA) to identify regions as "attainment" or "nonattainment" depending on whether the regions meet the requirements stated in the applicable National Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of attainment, such as marginal, moderate, serious, severe, and extreme, are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and comply with the NAAQS. The SJVAB attainment statuses for each of the criteria pollutants are listed in Table A.

Table A: SJVAB Air Quality Attainment Status

Pollutant	Federal	State
Ozone (1-hour)	No Federal Standard	Nonattainment/Severe
Ozone (8-hour)	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified

Source: San Joaquin Valley Air Pollution Control District (2016).

Project emissions of criteria pollutants are compared to the General Conformity (GC) *de minimis* applicability thresholds (GC thresholds) on a calendar-year basis for both construction and operational emissions. If annual project-related emissions generated in a nonattainment or maintenance area exceed the GC thresholds, a GC determination is required. In addition, the project emissions may not cause new violations or exacerbate an existing violation of the National Ambient Air Quality Standards (NAAQS). Table B presents an example of GC thresholds.

Table B: General Conformity Thresholds

Federal Attainment Status	Threshold (Tons/Year)
Ozone (VOCs or NO_x):	
Serious NAA	50
Severe NAA	25
Extreme NAA	10
Other ozone NAA outside an ozone transport region	100
Other ozone NAA inside an ozone transport region:	
VOC	50
NO_x	100
Carbon Monoxide: All maintenance areas	100
SO_2 or NO_2: All NAA	100
PM_{10}:	
Moderate NAA	100
Serious NAA	70
$PM_{2.5}$ (direct emissions, SO_2, NO_x, VOC, and Ammonia):	
Moderate NAA	100
Serious NAA	70
Pb: All NAAs	50

Source: U.S. Environmental Protection Agency (2016)
Note: Thresholds from Code of Federal Regulations Title 40, Parts 51 and 93.
NAA = nonattainment areas

As identified above, the SJVAPCD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard. Therefore, the project's

estimated emissions levels must be below the *de minimis* levels for volatile organic compounds (VOC), nitrogen oxides (NO_x), and $PM_{2.5}$ to be in compliance with the Clean Air Act.

Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle and truck trips), energy sources (e.g., electricity and natural gas) and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project. Long-term operation emissions associated with the proposed project were calculated using CalEEMod. The CalEEMod analysis assumed 4,900 square feet of general office building and 9,800 square feet of general light industry land uses. The CalEEMod analysis also assumed that 80 percent of the project site would be paved. In addition, the CalEEMod analysis assumed that there would be 20 employees and 10 buses daily. The project would include approximately 1.3 to 2.0 MW of on-site solar power, which was included in CalEEMod. Where project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions.

Model results are shown in Table C below. CalEEMod output worksheets are included in Attachment A.

Table C: Project Operation Emissions (Tons per Year)

	CO	NO_x	VOC	SO_x	PM_{10}	$PM_{2.5}$
Area Source Emissions	<0.1	0.0	0.1	0.0	0.0	0.0
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	1.8	1.5	0.1	<0.1	0.2	0.1
Total Operation Emissions	**1.8**	**1.5**	**0.2**	**<0.1**	**0.2**	**0.1**
GC *de minimis* Significance Threshold	N/A	10.0	10.0	N/A	N/A	100
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (June 2020).

As identified in Table C, the proposed project's operational emissions would not exceed the applicable *de minimis* thresholds. Therefore, implementation of the proposed project would result in a negligible cumulative impact on air quality from criteria air pollutants and precursor emissions.

In addition, vehicular trips associated with the proposed project could contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

As described above, the proposed project would not generate a substantial number of new vehicle trips and given the lack of traffic impacts at nearby intersections, project-related vehicles are not expected to result in CO concentrations exceeding the federal standards. Because no CO hot spots would occur, there would be no project-related effects on CO concentrations.

I. Historic and Cultural Resources

A Cultural Resources Assessment (refer to Attachment B) was prepared for the proposed project. The following discussion is based on the findings of the Cultural Resources Assessment.

On May 26, 2020, a record search was conducted by staff at the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield. No cultural resources studies have been previously conducted that include the project site (Attachment C of the Cultural Resources Assessment). Five cultural resources studies have included a portion of the 0.5-mile search radius around the project site. These five studies included three field surveys, one archaeological monitoring study, and a literature search. No cultural resources have been recorded within the project site, and two cultural resources have been recorded within a 0.5-mile of the project site. These resources both date to the historic period; one resource is the Southern Pacific Railroad (P-10-3930) and the other resource is a multiple-family built environment property (P-10-6524).

Based on the results of the SSJVIC records search, there are no cultural resources identified in the boundaries of the project site. Field surveys conducted on June 3, 2020 did not identify any cultural resources within the project site. Because there have been no previous cultural resource studies conducted within the project site and few previous cultural resource studies conducted within 0.5 mile of the project site, the archaeological sensitivity of the project site is unknown.

Based on the results of the SSJVIC records search, as well as review of historic aerial photographs and United States Geological Survey (USGS) quadrangle maps, there is a chance that project excavation in sediments under 24 inches below existing grade may encounter archaeological resources since sediments in the project site date to the Holocene (11,650 years ago to present), a timeframe that includes precontact human occupation in the region. With implementation of Standard Condition SC CR-1, provided below, potential effects associated with encountering unknown archaeological resources would be addressed.

SC CR-1 An archaeological monitor should be present full-time during the first 5 working days when excavation activities will extend more than 24 inches below existing grade. Archaeological monitoring should last no more than 5 working days if the monitoring archaeologist does not identify archaeological resources. In the event that archaeological resources are identified during project excavation, a qualified professional archaeologist should assess the nature and significance of the find and determine if any additional study or treatment of the find is warranted. Additional studies could include, but would not be limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation Series 523 forms, or subsurface testing. If determined necessary, further monitoring should continue until grading and excavation are

complete or until the monitoring archaeologist determines, based on field observations, that there is no likelihood of encountering intact archaeological cultural resources. Alternatively, further archaeological monitoring could be reduced from full-time to part-time or spot-checking if determined appropriate by the professional archaeologist based on monitoring results. Upon completion of any monitoring activities, the archaeologist should prepare a report to document the methods and results of monitoring activities. The final version of this report should be submitted to the SSJVIC. If human remains are encountered, the regulatory process outlined in Health and Safety Code Section 7050.5 must be followed, which involves coordination with the NAHC and a Native American Most Likely Descendant.

On May 11, 2020, LSA submitted a request to the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF) for the presence of Native American cultural resources that might be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California. Nancy Gonzalez-Lopez, NAHC Cultural Resources Analyst, responded to the SLF search request on May 12, 2020, stating that the results of the search were negative (Attachment D of the Cultural Resources Assessment). The NAHC also provided a suggested list of Native American individuals to contact for information regarding the project site.

On June 16, 2020, FCRTA provided formal notification to 13 Native American Tribes pursuant to Section 106 of the National Historic Preservation Act. On July 6, 2020, LSA followed up with tribal representatives via email. In response, on July 20, 2020, FCRTA received a phone call from Rick Osborne, Cultural Resources, Traditional Choinumni Tribe. Mr. Osborne requested to be contacted if potential resources are unearthed during excavation. No other requests for consultation were received within the 30-day period, and as a result, Section 106 requirements have been fulfilled.

J. Noise

The closest residence is located across SR 99, approximately 820 feet from the project site. Other receptors in the project site vicinity include the single-family residence located approximately 860 feet southeast of the project, along Saginaw Avenue. Based on review of the Table 4-7 Screening Distance for Noise Assessment from the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2018), the proposed project would not exceed the screening distance for an unobstructed storage and maintenance bus facility (the most applicable category to the proposed project). The screening distance for this category is 350 feet and the proposed project is approximately 820 feet from the nearest sensitive receptor. Therefore, no operational noise effects are expected.

K. Vibration

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The

rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible. Potential construction-related vibration is discussed below in Section W, Impacts Caused by Construction

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is therefore assumed that no such vehicular or bus vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles or buses is necessary.

Furthermore, proposed project operations associated with the maintenance and operations facility would not generate substantial ground-borne noise and vibration. Therefore, the proposed project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration during operation of the proposed project.

L. Acquisitions and Relocations Required

FCRTA currently owns three of the parcels on the project site and the Selma Fire Department's training facility was previously relocated from the project site. FCRTA relocated the fire training facility off-site pursuant to FCRTA relocation policies per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act) (42 United States Code [USC] Section 4601 et seq.). These policies included: assistance with a search for a new property to re-establish the business assistance with moving costs and re-establishment expenses. In addition, FCRTA may purchase APN 390-190-14S in the future; however, this parcel is currently vacant and no additional relocations would be required.

M. Hazardous Materials

A Phase I Environmental Site Assessment (Phase I ESA) and Limited Phase II Subsurface Assessment (Phase II LSA) were prepared by Krazan & Associates, Inc. (Krazan) for APNs the 390-190-14S, 390-190-16S, and 390-190,-17S. As indicated in the Phase I ESA and Phase II LSA, no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) were identified on the project site. However, the following potential areas of concern (PAOCs) were revealed:

- During Krazan's October 19, 2018 site reconnaissance, one large soil pile, approximately 5 feet in height and 10-15 feet in length, was observed to be located on-site adjacent to the northern

border in the easternmost portion of the subject site adjacent to a chain linked fence. No evidence of soil staining, odors or stressed vegetation was observed within or adjacent to the soil pile. The origin of the soil pile appears to be from former grading operations on the subject site. In the case of formation of the mounded soil, otherwise de minim is concentrations of potential agricultural chemicals in shallow soils may have been aggregated and concentrated if the mound was created by grading/scraping the surface soils of the property historically used for agricultural cultivation purposes such as the subject site. Krazan's experience indicates that mounded or imported soil can be contaminated with agricultural chemicals or other hazardous materials, dependent upon the specific location from which the soil is derived, and that the risk of contamination is increased for illegally disposed soils. Given the absence of specific information concerning the source or composition of the on-site soil pile, the presence or absence of potential significant concentrations of hazardous materials in the on-site soil pile is unknown.

As such, a Phase II LSA was prepared to assess and characterize the on-site soil piles discussed in the PAOCs. Based on the findings of the Phase II LSA, there was no evidence of significant impacts from the PAOCs assessed in the on-site soil piles.

In addition, as indicated above, APN 390-190-15S was formerly occupied by the Selma Fire Department's training facility. As such, a Phase I ESA was prepared by Krazan for APN 390-190-15. As indicated in the Phase I ESA, the training facility consisted 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 paved entrance. The training facility consisted of modular buildings and was not a permanent structure. The training facility has been relocated; however the Phase I ESA evaluated the potential hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

As described in the Phase I ESA, 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. No evidence of hazardous materials storage/waste was observed within the steel structure. Small quantities of paint, 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. In addition, no evidence of staining was observed on the paved driveway entrance. In addition, training activities associated with fire burning and watering were conducted in self-containers and Jaws of Life training activities utilized cars with empty gas tanks and all fluids removed.

Both Phase I ESAs found no evidence of hazardous materials storage/waste, storage tanks, standing water or major depressions, former structures such as foundations, areas of backfilled soil, or high-

voltage, tower-mounted electrical transmission lines on the project site. The training structures were inspected for asbestos, and it was determined that no asbestos containing building materials were identified in the on-site structures. In addition, the SJVAPCD conducted regular inspections of the fire training facility to ensure compliance with regulations for emissions associated with fire and burning training operations on the facility. Therefore, there are no known or potential hazardous materials contamination at the project site.

N. Community Disruption and Environmental Justice

Land uses in the project vicinity consist of commercial and industrial businesses. There are no community resources on or near the project site. The closest residential area is located north of the project site across SR 99. Therefore, the proposed project would not physically divide an established community, and would have no impact on parcels abutting the project site. The proposed project would be consistent with the scale of other manufacturing/industrial uses in the vicinity of the project site and would not affect community character.

Upon close examination of the surrounding land uses, residences are located to the north, east, and south of the project site. The closest residence is located across SR 99, approximately 820 feet from the project site. Other receptors in the project site vicinity include the single-family residence located approximately 860 feet southeast of the project, along Saginaw Avenue. No minority or low-income residential populations are within sufficient proximity to the project area to experience directly a disproportionately high adverse human health or environmental effect from the proposed action. This includes no populations covered by Title 6 or Executive Order 12898. As the project site is located over 500 feet from residential uses, the effect on Title VI residents by the proposed project is negligible.

No environmental justice concerns would occur as a result of implementing the proposed project because no specific ethnic or low-income group would be disproportionately affected by the proposed project.

The project is surrounded by existing commercial and industrial developments, vacant lots, and paved roads. The wildlife species that occur in the project vicinity are adapted to the urban-wildland interface. The noise, vibration, light, dust, or human disturbance within construction areas would only temporarily deter wildlife from using areas in the immediate vicinity of construction activities. These indirect effects could temporarily alter migration behaviors, territories, or foraging habitats in select areas. However, because these are temporary effects, it is likely that wildlife already living and moving in close proximity to urban development would alter their normal functions for the duration of the project construction and then reestablish these functions once all temporary construction effects have been removed. The proposed project would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity. No adverse effects on wildlife movement are anticipated.

O. Section 4(f) Use

There are no recreational or historic properties that qualify for protection under Section 4(f) located on or near the project site. The closest park is Sal M Salazar Park located at the northeast corner of Valley View Street and Sheridan Street. The park is located approximately 3,500 feet west of the

project site and would not be directly or indirectly affected by project construction or operation due to this distance from construction and operational activities. As discussed above, under Cultural Resources, no historic properties were identified within the project site vicinity.

P. Section 6(f)

The project site was not acquired with Land and Water Conservation Act funds and Section 6(f) does not apply.

Q. Seismic and Soils

Areas susceptible to fault rupture are delineated by the California Geological Survey (CGS) Alquist-Priolo Earthquake Fault Zones and require specific geological investigations prior to certain kinds of development to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-induced ground failure. The project site is not located within an Alquist-Priolo Earthquake Zone and is not located on any active faults or any inactive fault lines.[4] In addition, the nearest faults are the San Joaquin fault about 60 miles to the west/northwest near Los Banos, the San Andreas Fault about 60 miles to the southwest near Parkfield, and the Sierra Nevada Fault Zone on the east side of the Sierra Nevada Mountains about 75 miles to the east.[5] Due to the distance of the project area to the known faults, hazards due to ground shaking would be minimal. In addition, on-site geologic and soils issues, such as on-site soil stability including landslides, lateral spreading, subsidence, liquefaction, and collapse are unlikely to occur because of the City's relatively stable geologic formation and distance to active faults.

R. Impacts on Wetlands

According to the United States Fish and Wildlife Service (USFWS), National Wetlands Inventory available via the USFWS Internet website and as verified in the Biological Resources Assessment (refer to Attachment C) prepared for the proposed project, there are no wetlands within the project vicinity. The project would not directly or indirectly impact any jurisdictional wetlands, riparian areas, or drainage features.

S. Floodplain Impacts

The Flood Hazard Map (Federal Emergency Management Agency [FEMA] Flood Insurance Rate Map Panel 06019C2675H) for the project site indicates Zone X. According to FEMA, "the areas of minimal flood hazard, which are the areas outside the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded)". Therefore, the project site lies outside of the 100-year floodplain and the designated SFHA.

T. Impacts on Water Quality, Navigable Waterways, and Coastal Zones

Pollutants of concern associated with operation of the proposed project include sediments, trash and debris, and pathogens. The proposed project would result in a permanent increase in impervious surfaces. The increase in impervious surface area would result in a permanent increase

[4] California Geological Survey, 2018. California Earthquake Hazards Zone Application. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed June 2020).

[5] Selma, City of. City of Selma General Plan Update Draft Environmental Impact Report. *September 2009.*

in the volume of runoff and pollutant loading to surface waters during a storm. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. As specified in Standard Condition SC WQ-1, the proposed project would implement operational best management practices (BMPs) to reduce pollutants of concern in stormwater runoff. The project would be required to comply with the requirements of the Central Valley Region (MS4) Permit and to prepare a Water Quality Management Plan (WQMP) that specifies the operational BMPs that would be incorporated into the project design. The proposed BMPs may include, but not be limited to, biofiltration strips, biofiltration swales, pervious pavement, and biofiltration devices with underdrains.

SC WQ-1 Prior to the start of construction, FCRTA shall ensure that operational BMPs are incorporated into the final project design. The proposed BMPs may include, but not be limited to, biofiltration strips, biofiltration swales, pervious pavement, and/or biofiltration devices with underdrains. The BMPs shall be designed to reduce stormwater runoff to at or below existing conditions. If the project is determined to be a Priority Project, a Final Water Quality Management Plan (WQMP) shall be prepared consistent with the Central Valley Region (MS4) Permit, Drainage Area Management Plan, Model WQMP, and Technical Guidance Document. The Final WQMP shall specify BMPs to be incorporated into the design of the project.

The California Department of Transportation (Caltrans) Water Quality Planning Tool shows that the project site is located in the Kennedy Pond-Fresno Slough Watershed.[6] According to the Caltrans Water Quality Planning Tool, the watershed is listed on the State's 303(d) (listed as impaired) and has total maximum daily loads (TMDLs) for alkalinity. The proposed project would not contribute to these runoff constituents given that the stormwater generated on-site would be treated locally prior to be conveyed into the storm drain system.

The project site is located more than 110 miles from the Pacific Ocean. The project site is located within the Fresno County Sole Source Aquifer as designated by the USEPA[7]; however, the proposed project would not contaminate the aquifer so as to create a significant hazard to public health. In addition, the proposed project would not alter or create a new direct connection to a surface water body.

U. Impacts on Ecologically-Sensitive Areas and Endangered Species

A Biological Resources Assessment (refer to Attachment C) was prepared for the proposed project. The following discussion is based on the findings of the Biological Resources Assessment.

As discussed in the Biological Resources Assessment, the project site is currently fallow and appears to be regularly maintained for vegetation control. The site was historically used for agriculture, consistent with many of the surrounding lands in the region. According to historic aerial imagery, the project site has remained in its current condition for more than 20 years, with the exception of

6 California Department of Transportation (Caltrans). Caltrans Water Quality Planning Tool. Website: http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx (accessed June 2020).

7 U.S. Environmental Protection Agency (USEPA). Sole Source Aquifers. Website: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b (accessed June 2020).

the portion of the site where the Fire Department training facility was recently located. Recent developments along the margins of the City of Selma and expansion into ranch land settlements have brought increased urban development throughout lands previously used for agriculture. Some lands in the vicinity of the project site are fallow or active agricultural lands; however, most of the lands are developed and are a mixture of residential, commercial, and industrial uses (refer to Figure 2, Project Site and Surrounding Land Uses). There are no records of wetlands or potential jurisdictional drainage features existing within the project parcel. No potentially jurisdictional drainage features, wetlands, or riparian areas are present on the project site.

On May 12, 2020, a literature review and records search were conducted to identify the existence and potential for occurrence of sensitive or special-status plant and animal species[8] in the project vicinity. Federal and State lists of sensitive species were also examined. Current electronic database records reviewed included the following: California Natural Diversity Database (CNDDB); California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants; United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) Online System; and eBird. Attachment B of the Biological Resources Assessment includes the biological database search results.

The Selma area supports various special-status natural communities, plants, and animals. There is no designated or proposed critical habitat for any federally-listed species within the project site. The project would not result in any direct impacts to critical habitats or sensitive natural communities. In addition, no special-status plant or animal species are likely to occur on-site due to lack of suitable habitat and historical anthropogenic uses. No species-status plants are known to occur within a 5-mile radius of the project site and none are expected to occur within the proposed construction footprint. No special-status species are anticipated to be adversely impacted by the project.

The project site and immediate vicinity contain vegetation and other features that provide suitable nesting habitat for a variety of native and migratory bird species, which are protected while nesting. To ensure compliance with the Federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3500–3516, pre-construction nesting bird surveys are recommended to occur prior to any vegetation clearing or construction activities planned to occur during the nesting bird season (January 1 through September 30). With implementation of Standard Condition SC BIO-1, provided below, potential impacts to nesting birds would be avoided.

SC BIO-1 Any vegetation removal should take place outside of the active nesting bird season (i.e., January 1–September 30), when feasible, to ensure compliance with the California Fish and Game Code. Should vegetation removal take place during this period, a qualified biologist should conduct a nesting bird survey prior to clearing activities to ensure that birds are not engaged in active nesting within or immediately adjacent to the project site. If nesting birds are discovered during preconstruction surveys, the biologist should identify an appropriate buffer (i.e., up to 500 feet depending on the circumstances and specific bird species) where no clearing, grading, or construction activities with potential to have direct or indirect

[8] For the purposes of this report, the term "special-status species" refers to those species that are listed or proposed for listing under the California Endangered Species Act and/or federal Endangered Species Act.

impacts on the nesting birds are allowed to take place until after the birds have fledged from the nest, or the qualified biologist has determined that the nest is no longer active.

The project would not result in any impacts to critical habitat or environmentally sensitive habitat areas, and project implementation is not likely to adversely affect any special-status species. With implementation of Standard Condition SC BIO-1, no adverse effects to protected biological resources are anticipated.

V. Impacts on Safety and Security

There would be no effects on safety and security as the project site would have adequate lighting and sight distance to provide for views of on-coming traffic and pedestrians. In addition, the proposed project would comply with Americans with Disabilities Act (ADA) standards. There are no railroad crossings in close proximity to the project site.

W. Impacts Caused by Construction

The majority of construction activities would occur within the project site, except for minor sidewalk, landscape, and curb improvements. No off-site staging areas would be required.

Noise. Construction noise is exempt from City noise standards, but is regulated by Chapter 17, Noise Regulations, in the City Municipal Code. Section 6-17-9 of the City Municipal Code states that construction activities shall be expect from the provisions of the Municipal Code between the hours of 7:00 a.m. and 10:00 p.m. The Municipal Code does not establish any upper limits for construction noise because such noise is temporary and will cease to occur after the completion of project construction. Construction activities would occur during the permitted hours of 7:00 a.m. and 10:00 p.m. in compliance with the City's Noise Ordinance, unless a waiver is granted by the City of Selma. Construction associated with the proposed project would comply with the permitted construction hours. The closest residence is located across SR 99, approximately 820 feet from the project site. Other receptors in the project site vicinity include the single-family residence located approximately 860 feet southeast of the project, along Saginaw Avenue. At these distances, noise associated with construction activities would not adversely affect these residences.

Vibration. Construction of the proposed project would involve standard grading, site preparation, and construction activities that would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties adjacent to the project site. No pile driving or blasting is proposed. As such, the proposed project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration during construction activities.

Utility Disruption. No off-site utilities would be directly impacted by the construction of the proposed project other than to make any connections to existing facilities adjacent to the project site.

Debris and Spoil Disposal. The project site is currently vacant and is relatively flat; however, the project site would require grading prior to building construction and paving. Total hauling quantities

are not yet known, but would be expected to be minimal. Additionally, all hauling would occur only during permitted construction hours for the City of Selma, between 7:00 a.m. and 10:00 p.m.

Air Quality. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOC, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, building, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM_{10}). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOC, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod. Specific construction details are not yet known; therefore default assumptions (e.g., construction duration and fleet activities) from CalEEMod were used. This analysis assumes construction would occur for approximately 14 months. Construction-related emissions are presented in Table D. CalEEMod output sheets are included in Attachment A.

Table D: Project Construction Emissions (Tons per Year)

	CO	NO_x	VOC	SO_x	PM_{10}	$PM_{2.5}$
Project Construction Emissions	2.8	3.2	0.4	<0.1	0.5	0.3
GC *de minimis* Significance Threshold	N/A	10.0	10.0	N/A	N/A	100
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (June 2020).

As shown in Table D, construction of the proposed project would not exceed the applicable *de minimis* thresholds.

Water Quality. During project construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters (i.e., local storm drains).

During project construction, the total disturbed soil area would be up to 9.14 acres. Projects that disturb more than 1 acre of soil are subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ; Construction General Permit). Therefore, the proposed project would be required to obtain coverage under the Construction General Permit, as specified in Standard Condition SC WQ-2 provided below. The Construction General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction BMPs detailed in the SWPPP during construction activities.

SC WQ-2 Prior to the start of construction, FCRTA shall obtain coverage for the project under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the State Water Resources Control Board (SWRCB). A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Safety and Security. There are not expected to be any safety and security concerns related to construction activities. The construction site would be secured with fencing.

Traffic and Access. During project construction, materials would be hauled to and from the project site. This impact would only occur during the construction phase. An encroachment permit would be obtained from the City of Selma for any construction activities within the public right-of-way. If any lane closures would be required during project construction, Standard Condition SC TR-1 would be required to address construction traffic management during construction.

SC TR-1 Prior to the commencement of construction activities, the Construction Manager shall prepare a construction Traffic Management Plan (TMP) including protocols for construction trucks leaving and entering the project site, appropriate training, markers and signage, and coordination with the City of Selma should any lane closures be required. The TMP must be included with the construction plans and be available for inspection on-site.

X. Supporting Technical Studies or Memoranda

- Attachment A: CalEEMod Output Sheets
- Attachment B: Cultural Resources Assessment
- Attachment C: Biological Resources Assessment

Y. Public Outreach and Agency Coordination

On July 26, 2018, the FCRTA adopted Resolution No. 2018-14, on January 31, 2019, the FCRTA adopted Resolution No. 2019-01, and on December 11, 2019 the FCRTA adopted Resolution No. 2019-13. These resolutions included finding the approval of purchase and sale agreement and authorization of General Manager to execute related contracts to be Categorically Exempt from CEQA, and approving purchase and sale agreement and authorization of General Manager to execute related contracts associated with the FCRTA Maintenance and Operations Facility Project. The FCRTA has conducted public meetings and notices on a local level. In addition, all CEQA Categorical Exemptions have been approved by the FCRTA during public Board Meetings and have been posted on the FCRTA's website.

Z. Modal Categorical Exclusions and Related NEPA Documents

No other NEPA document has been prepared that addresses the effects of this project.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.118.d.6.

_____ _____

Applicant's Environmental Reviewer **Date**

ATTACHMENT A

CALEEMOD OUTPUT SHEETS

This page intentionally left blank

Fresno County Rural Transit Agency Maintenance and Operations Facility

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.90	1000sqft	0.11	4,900.00	0
Other Asphalt Surfaces	7.00	Acre	7.00	304,920.00	0
General Light Industry	9.80	1000sqft	0.22	9,800.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average (PG&E 2015)

Land Use - The proposed project would construct a new maintenance and operations facility for the FCRTA. Office and general light industry were chosen as the closest representative land use type. To be conservative, this analysis assumes that 80% of the project site would be paved.

Construction Phase - Default construction phasing

Vehicle Trips - Assuming 20 employees and 10 busses daily

Fleet Mix - Revised fleet mix for employee and bus trips

Energy Mitigation - The project would include approximately 1.3 to 2.0 megawatts (MW) of on-site solar power

Fresno County Rural Transit Agency Maintenance and Operations Facility - Fresno County, Annual

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.13	0.00
tblFleetMix	HHD	0.13	0.00
tblFleetMix	LDA	0.49	0.00
tblFleetMix	LDA	0.49	0.50
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT1	0.03	0.25
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.25
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	4.5020e-003	0.00
tblFleetMix	LHD2	4.5020e-003	0.00
tblFleetMix	MCY	5.0620e-003	0.00
tblFleetMix	MCY	5.0620e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	5.9400e-004	0.00
tblFleetMix	MH	5.9400e-004	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	2.3630e-003	0.00
tblFleetMix	OBUS	2.3630e-003	0.00
tblFleetMix	SBUS	1.0830e-003	0.00
tblFleetMix	SBUS	1.0830e-003	0.00
tblFleetMix	UBUS	1.5190e-003	1.00
tblFleetMix	UBUS	1.5190e-003	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	1.32	4.08
tblVehicleTrips	ST_TR	2.46	13.40
tblVehicleTrips	SU_TR	0.68	4.08
tblVehicleTrips	SU_TR	1.05	13.40
tblVehicleTrips	WD_TR	6.97	4.08
tblVehicleTrips	WD_TR	11.03	13.40

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3648	3.1590	2.8384	6.9200e-003	0.3862	0.1349	0.5211	0.1454	0.1264	0.2718	0.0000	618.1767	618.1767	0.1011	0.0000	620.7045
2022	0.1902	0.1267	0.1779	3.0000e-004	5.2200e-003	6.5300e-003	0.0118	1.3900e-003	6.0700e-003	7.4600e-003	0.0000	26.7449	26.7449	6.7300e-003	0.0000	26.9133
Maximum	**0.3648**	**3.1590**	**2.8384**	**6.9200e-003**	**0.3862**	**0.1349**	**0.5211**	**0.1454**	**0.1264**	**0.2718**	**0.0000**	**618.1767**	**618.1767**	**0.1011**	**0.0000**	**620.7045**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3648	3.1590	2.8384	6.9200e-003	0.3862	0.1349	0.5211	0.1454	0.1264	0.2718	0.0000	618.1764	618.1764	0.1011	0.0000	620.7042
2022	0.1902	0.1267	0.1779	3.0000e-004	5.2200e-003	6.5300e-003	0.0118	1.3900e-003	6.0700e-003	7.4600e-003	0.0000	26.7449	26.7449	6.7300e-003	0.0000	26.9132
Maximum	**0.3648**	**3.1590**	**2.8384**	**6.9200e-003**	**0.3862**	**0.1349**	**0.5211**	**0.1454**	**0.1264**	**0.2718**	**0.0000**	**618.1764**	**618.1764**	**0.1011**	**0.0000**	**620.7042**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Fresno County Rural Transit Agency Maintenance and Operations Facility - Fresno County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-4-2021	4-3-2021	0.9346	0.9346
2	4-4-2021	7-3-2021	0.8555	0.8555
3	7-4-2021	10-3-2021	0.8650	0.8650
4	10-4-2021	1-3-2022	0.8544	0.8544
5	1-4-2022	4-3-2022	0.3030	0.3030
		Highest	0.9346	0.9346

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0937	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Energy	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	33.8826	33.8826	2.0000e-003	6.2000e-004	34.1172
Mobile	0.1370	1.4928	1.7287	2.7500e-003	0.2105	0.0199	0.2305	0.0699	0.0191	0.0889	0.0000	355.0208	355.0208	0.2915	0.0000	362.3078
Waste						0.0000	0.0000		0.0000	0.0000	3.3920	0.0000	3.3920	0.2005	0.0000	8.4035
Water						0.0000	0.0000		0.0000	0.0000	0.9953	2.8103	3.8056	0.1025	2.4700e-003	7.1020
Total	**0.2322**	**1.5059**	**1.7399**	**2.8300e-003**	**0.2105**	**0.0209**	**0.2315**	**0.0699**	**0.0201**	**0.0899**	**4.3873**	**391.7141**	**396.1013**	**0.5964**	**3.0900e-003**	**411.9309**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0937	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Energy	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	33.8824	33.8824	2.0000e-003	6.2000e-004	34.1170
Mobile	0.1370	1.4928	1.7287	2.7500e-003	0.2105	0.0199	0.2305	0.0699	0.0191	0.0889	0.0000	355.0208	355.0208	0.2915	0.0000	362.3078
Waste						0.0000	0.0000		0.0000	0.0000	3.3920	0.0000	3.3920	0.2005	0.0000	8.4035
Water						0.0000	0.0000		0.0000	0.0000	0.9953	2.8103	3.8056	0.1025	2.4700e-003	7.1020
Total	**0.2322**	**1.5059**	**1.7399**	**2.8300e-003**	**0.2105**	**0.0209**	**0.2315**	**0.0699**	**0.0201**	**0.0899**	**4.3873**	**391.7139**	**396.1011**	**0.5964**	**3.0900e-003**	**411.9307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Fresno County Rural Transit Agency Maintenance and Operations Facility - Fresno County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/4/2021	1/15/2021	5	10	
2	Grading	Grading	1/16/2021	2/12/2021	5	20	
3	Building Construction	Building Construction	2/13/2021	12/31/2021	5	230	
4	Paving	Paving	1/1/2022	1/28/2022	5	20	
5	Architectural Coating	Architectural Coating	1/29/2022	2/25/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 22,050; Non-Residential Outdoor: 7,350; Striped Parking Area: 18,295 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	134.00	52.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.2000e-004	3.2800e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9256	0.9256	2.0000e-005	0.0000	0.9261
Total	**5.0000e-004**	**3.2000e-004**	**3.2800e-003**	**1.0000e-005**	**1.1200e-003**	**1.0000e-005**	**1.1300e-003**	**3.0000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9256**	**0.9256**	**2.0000e-005**	**0.0000**	**0.9261**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.2000e-004	3.2800e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.9256	0.9256	2.0000e-005	0.0000	0.9261
Total	**5.0000e-004**	**3.2000e-004**	**3.2800e-003**	**1.0000e-005**	**1.1200e-003**	**1.0000e-005**	**1.1300e-003**	**3.0000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9256**	**0.9256**	**2.0000e-005**	**0.0000**	**0.9261**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0655**	**0.0116**	**0.0771**	**0.0337**	**0.0107**	**0.0443**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2644**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.4000e-004	5.4600e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5426	1.5426	4.0000e-005	0.0000	1.5436
Total	**8.3000e-004**	**5.4000e-004**	**5.4600e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.5426**	**1.5426**	**4.0000e-005**	**0.0000**	**1.5436**

3.3 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0655**	**0.0116**	**0.0771**	**0.0337**	**0.0107**	**0.0443**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.4000e-004	5.4600e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5426	1.5426	4.0000e-005	0.0000	1.5436
Total	**8.3000e-004**	**5.4000e-004**	**5.4600e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.5426**	**1.5426**	**4.0000e-005**	**0.0000**	**1.5436**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2186	2.0047	1.9062	3.1000e-003		0.1102	0.1102		0.1037	0.1037	0.0000	266.3829	266.3829	0.0643	0.0000	267.9895
Total	**0.2186**	**2.0047**	**1.9062**	**3.1000e-003**		**0.1102**	**0.1102**		**0.1037**	**0.1037**	**0.0000**	**266.3829**	**266.3829**	**0.0643**	**0.0000**	**267.9895**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0171	0.6481	0.0978	1.5600e-003	0.0359	1.6600e-003	0.0375	0.0104	1.5800e-003	0.0119	0.0000	148.0741	148.0741	0.0192	0.0000	148.5541
Worker	0.0855	0.0555	0.5614	1.7500e-003	0.1916	1.1400e-003	0.1927	0.0509	1.0500e-003	0.0520	0.0000	158.4800	158.4800	3.7500e-003	0.0000	158.5739
Total	**0.1025**	**0.7036**	**0.6592**	**3.3100e-003**	**0.2274**	**2.8000e-003**	**0.2302**	**0.0613**	**2.6300e-003**	**0.0639**	**0.0000**	**306.5541**	**306.5541**	**0.0230**	**0.0000**	**307.1279**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2186	2.0047	1.9062	3.1000e-003		0.1102	0.1102		0.1037	0.1037	0.0000	266.3826	266.3826	0.0643	0.0000	267.9892
Total	**0.2186**	**2.0047**	**1.9062**	**3.1000e-003**		**0.1102**	**0.1102**		**0.1037**	**0.1037**	**0.0000**	**266.3826**	**266.3826**	**0.0643**	**0.0000**	**267.9892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0171	0.6481	0.0978	1.5600e-003	0.0359	1.6600e-003	0.0375	0.0104	1.5800e-003	0.0119	0.0000	148.0741	148.0741	0.0192	0.0000	148.5541
Worker	0.0855	0.0555	0.5614	1.7500e-003	0.1916	1.1400e-003	0.1927	0.0509	1.0500e-003	0.0520	0.0000	158.4800	158.4800	3.7500e-003	0.0000	158.5739
Total	**0.1025**	**0.7036**	**0.6592**	**3.3100e-003**	**0.2274**	**2.8000e-003**	**0.2302**	**0.0613**	**2.6300e-003**	**0.0639**	**0.0000**	**306.5541**	**306.5541**	**0.0230**	**0.0000**	**307.1279**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	9.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0202**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	4.8000e-004	4.9900e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.4872	1.4872	3.0000e-005	0.0000	1.4880
Total	**7.7000e-004**	**4.8000e-004**	**4.9900e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.4872**	**1.4872**	**3.0000e-005**	**0.0000**	**1.4880**

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	9.1700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0202**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	4.8000e-004	4.9900e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.4872	1.4872	3.0000e-005	0.0000	1.4880
Total	**7.7000e-004**	**4.8000e-004**	**4.9900e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.4872**	**1.4872**	**3.0000e-005**	**0.0000**	**1.4880**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1658					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.1679**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3900e-003	8.7000e-004	8.9800e-003	3.0000e-005	3.3600e-003	2.0000e-005	3.3800e-003	8.9000e-004	2.0000e-005	9.1000e-004	0.0000	2.6769	2.6769	6.0000e-005	0.0000	2.6784
Total	**1.3900e-003**	**8.7000e-004**	**8.9800e-003**	**3.0000e-005**	**3.3600e-003**	**2.0000e-005**	**3.3800e-003**	**8.9000e-004**	**2.0000e-005**	**9.1000e-004**	**0.0000**	**2.6769**	**2.6769**	**6.0000e-005**	**0.0000**	**2.6784**

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1658					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.1679**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3900e-003	8.7000e-004	8.9800e-003	3.0000e-005	3.3600e-003	2.0000e-005	3.3800e-003	8.9000e-004	2.0000e-005	9.1000e-004	0.0000	2.6769	2.6769	6.0000e-005	0.0000	2.6784
Total	**1.3900e-003**	**8.7000e-004**	**8.9800e-003**	**3.0000e-005**	**3.3600e-003**	**2.0000e-005**	**3.3800e-003**	**8.9000e-004**	**2.0000e-005**	**9.1000e-004**	**0.0000**	**2.6769**	**2.6769**	**6.0000e-005**	**0.0000**	**2.6784**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1370	1.4928	1.7287	2.7500e-003	0.2105	0.0199	0.2305	0.0699	0.0191	0.0889	0.0000	355.0208	355.0208	0.2915	0.0000	362.3078
Unmitigated	0.1370	1.4928	1.7287	2.7500e-003	0.2105	0.0199	0.2305	0.0699	0.0191	0.0889	0.0000	355.0208	355.0208	0.2915	0.0000	362.3078

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	39.98	39.98	39.98	154,477	154,477
Other Asphalt Surfaces	0.00	0.00	0.00		
General Office Building	65.66	65.66	65.66	181,276	181,276
Total	105.64	105.64	105.64	335,752	335,752

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.492212	0.031147	0.169820	0.116157	0.015815	0.004502	0.033398	0.126328	0.002363	0.001519	0.005062	0.001083	0.000594
General Office Building	0.500000	0.250000	0.250000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	19.5558	19.5558	1.7200e-003	3.6000e-004	19.7053
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	19.5560	19.5560	1.7200e-003	3.6000e-004	19.7055
NaturalGas Mitigated	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3266	14.3266	2.7000e-004	2.6000e-004	14.4118
NaturalGas Unmitigated	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3266	14.3266	2.7000e-004	2.6000e-004	14.4118

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	204526	1.1000e-003	0.0100	8.4200e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.9143	10.9143	2.1000e-004	2.0000e-004	10.9791
General Office Building	63945	3.4000e-004	3.1300e-003	2.6300e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4124	3.4124	7.0000e-005	6.0000e-005	3.4326
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4400e-003**	**0.0132**	**0.0111**	**8.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**14.3266**	**14.3266**	**2.8000e-004**	**2.6000e-004**	**14.4118**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	204526	1.1000e-003	0.0100	8.4200e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.9143	10.9143	2.1000e-004	2.0000e-004	10.9791
General Office Building	63945	3.4000e-004	3.1300e-003	2.6300e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4124	3.4124	7.0000e-005	6.0000e-005	3.4326
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4400e-003**	**0.0132**	**0.0111**	**8.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**14.3266**	**14.3266**	**2.8000e-004**	**2.6000e-004**	**14.4118**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	86436	12.8912	1.1400e-003	2.4000e-004	12.9897
General Office Building	44688	6.6648	5.9000e-004	1.2000e-004	6.7158
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**19.5560**	**1.7300e-003**	**3.6000e-004**	**19.7055**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	86435.6	12.8911	1.1400e-003	2.4000e-004	12.9896
General Office Building	44687.6	6.6648	5.9000e-004	1.2000e-004	6.7157
Other Asphalt Surfaces	-0.433333	-0.0001	0.0000	0.0000	-0.0001
Total		**19.5558**	**1.7300e-003**	**3.6000e-004**	**19.7053**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0937	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Unmitigated	0.0937	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Total	**0.0937**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.9000e-004**	**3.9000e-004**	**0.0000**	**0.0000**	**4.1000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0166					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Total	**0.0937**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.9000e-004**	**3.9000e-004**	**0.0000**	**0.0000**	**4.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.8056	0.1025	2.4700e-003	7.1020
Unmitigated	3.8056	0.1025	2.4700e-003	7.1020

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	2.26625 / 0	2.5479	0.0740	1.7800e-003	4.9276
General Office Building	0.870895 / 0.533775	1.2577	0.0285	6.9000e-004	2.1744
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.8056**	**0.1025**	**2.4700e-003**	**7.1020**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	2.26625 / 0	2.5479	0.0740	1.7800e-003	4.9276
General Office Building	0.870895 / 0.533775	1.2577	0.0285	6.9000e-004	2.1744
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.8056**	**0.1025**	**2.4700e-003**	**7.1020**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.3920	0.2005	0.0000	8.4035
Unmitigated	3.3920	0.2005	0.0000	8.4035

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	12.15	2.4663	0.1458	0.0000	6.1103
General Office Building	4.56	0.9256	0.0547	0.0000	2.2932
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**3.3920**	**0.2005**	**0.0000**	**8.4035**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	12.15	2.4663	0.1458	0.0000	6.1103
General Office Building	4.56	0.9256	0.0547	0.0000	2.2932
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**3.3920**	**0.2005**	**0.0000**	**8.4035**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

This page intentionally left blank

ATTACHMENT B

CULTURAL RESOURCES ASSESSMENT

This page intentionally left blank

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: July 21, 2020

TO: Janelle Del Campo, Operations Manager, Fresno County Rural Transit Agency

FROM: Kerrie Collison, M.A., RPA, Associate/Senior Cultural Resources Manager, LSA

SUBJECT: Cultural Resources Study for the Fresno County Rural Transit Agency Maintenance and Operations Facility Project in Selma, Fresno County, California (LSA Project No. FTA2001)

This memorandum presents the results of the cultural resources study for the Fresno County Rural Transit Agency (FCRTA) Maintenance and Operations Facility Project (project) in Selma, Fresno County, California. The purpose of this study is to: (1) identify archaeological deposits or archaeological resources that may be impacted by the proposed project; (2) assess the potential for human remains; and (3) recommend procedures for avoiding or mitigating impacts to such deposits, if warranted.

PROJECT LOCATION AND DESCRIPTION

The project site is depicted on the United States Geological Survey (USGS) *Selma, California* 7.5-minute topographic quadrangle map in Section 8 of Township 16 South, Range 22 East, Mount Diablo Baseline and Meridian (USGS 1981; Attachment B, Figure 1). The elevation of the project site is 308 feet, and the natural freshwater source nearest to the project site is the Kings River, 5.5 miles (mi) southeast. Sediments of the project site consist of Pleistocene to Holocene (2.58 million years ago to present) alluvium, lake, playa, and terrace deposits (CGS 2015).

The proposed project would construct a new maintenance and operations facility for the FCRTA on 7.5 acres of vacant land currently owned by the FCRTA located at 1821 Pacific Avenue in the City of Selma. The facility would include an approximately 4,900-square-foot maintenance shop equipped to service both natural gas and electric transit buses, an approximately 4,900-square-foot maintenance shop devoted to light duty vehicles and vans, and an approximately 4,900-square-foot office and training facility for technician training in advanced transit vehicle technology. The project would be equipped with ten Level 3 electric vehicle (EV) chargers to serve electric transit buses, ten Level 2 EV chargers to serve electric transit vans, and a public access compressed natural gas (CNG) station capable of serving both transit buses and over-the-road Class 8 trucks. The project would also include approximately 1.3 megawatts (MW) of on-site solar power and 500 kilowatt-hour (kWh) of battery storage to support the electric vehicle charging.

BACKGROUND RESEARCH

Southern San Joaquin Valley Information Center

On May 26, 2020, a record search was conducted by staff at the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield. The SSJVIC, an affiliate of the California Office of Historic Preservation (OHP), is the official repository of cultural resources records and reports for Fresno County. The record search included a review of all recorded historic-period and prehistoric cultural resources within a 0.5 mi radius of the project site, as well as a review of known cultural resources surveys and excavation reports. The record search also included a review of the following State and federal inventories:

- Directory of Properties in the Historic Property Data File (OHP 2012). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, the California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.
- California Historical Landmarks (OHP 1996).
- California Points of Historical Interest (OHP 1992).
- *Five Views: An Ethnic Historic Site Survey for California* (OHP 1988).
- California Inventory of Historic Resources (OHP 1976).

No cultural resources studies have been previously conducted that include the project site (Attachment C). Five cultural resources studies have included a portion of the 0.5-mi search radius around the project site. These five studies included field surveys (3), archaeological monitoring (1), and a literature search (1). No cultural resources have been recorded within the project site, and two cultural resources have been recorded within a 0.5-mi of the project site. These resources both date to the historic period; one resource is the Southern Pacific Railroad (P-10-3930) and the other resource is a multiple-family built environment property (P-10-6524).

Native American Heritage Commission

On May 11, 2020, LSA submitted a request to the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF) for the presence of Native American cultural resources that might be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California.

Nancy Gonzalez-Lopez, NAHC Cultural Resources Analyst, responded to the SLF search request on May 12, 2020, stating that the results of the search were negative (Attachment D). The NAHC also provided a suggested list of Native American individuals to contact for information regarding the project site.

Additional Background Research

Additional background research included a review of aerial photographs and historic-period USGS maps to assess the potential for subsurface historic-period archaeological deposits at the project site (NETR 2020). The oldest available aerial photograph dates to 1962, when the project site was

entirely used for agricultural purposes. The site conditions have remained relatively unchanged since that time; there has been no development or construction on the project site.

The earliest available topographic quadrangle reviewed by LSA dates to 1924, which depicts the project site as undeveloped and the Southern Pacific Railroad (to the southwest of the project site) as already constructed. At this time, the closest water source to the project site is the manmade Selma Colony Ditch (0.7 mi southeast of the project site). There are no changes depicted in the project site at any time; however, the streets surrounding the project site were developed between 1981 and 2012.

FIELD SURVEY

On June 3, 2020, LSA Archaeologist Kerrie Collison, M.A., RPA, conducted a pedestrian field survey of the project site. Ms. Collison surveyed the entire project site by walking transect intervals spaced a maximum of 5 meters apart. Approximately 20 burrowing rodent holes and backdirt piles were examined for indications of archaeological cultural resources and/or human remains.

Field Survey Results

The field survey did not identify any cultural resources in the project site. The project site is completely level. Ground surface visibility was 50 percent in the northwest portion of the project site, and 95 percent throughout the remainder of the project site (Attachment E). No indications of archaeological cultural resources or human remains were identified in the rodent backdirt piles or sidewalls of the rodent burrowing holes. Sediments throughout the project site consisted of light brown, silty sand. The sediments were loose/non-compacted in areas consisting of agricultural rows (with the surveyor's foot sinking ankle-deep) and hard/compacted in non-agricultural areas.

SUMMARY AND RECOMMENDATIONS

This study, consisting of background research and a field survey, did not identify archaeological cultural resources or human remains in the project site. Historic-period topographic quadrangles dating to 1924 do not depict any natural freshwater sources near the project site; at that time, all water systems in the vicinity of the project site were manmade. The natural freshwater source nearest to the project site is the Kings River, 5.5 mi southeast. The project site has been subject to surficial disturbance as a result of agricultural activities for more than 50 years. As such, the archaeological sensitivity in areas disturbed by agricultural (approximately 18 inches to 24 inches below existing grade throughout the project site) is low. However, there is a chance that project excavation in sediments under 24 inches below existing grade may encounter archaeological resources since sediments in the project site date to the Holocene (11,650 years ago to present), a timeframe that includes precontact human occupation in the region.

LSA recommends that an archaeological monitor should be present full-time during the first 5 working days when excavation activities will extend more than 24 inches below existing grade. Archaeological monitoring should last no more than 5 working days if the monitoring archaeologist does not identify archaeological resources. In the event that archaeological resources are identified during project excavation, a qualified professional archaeologist should assess the nature and significance of the find and determine if any additional study or treatment of the find is warranted. Additional studies could include, but would not be limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and

Recreation Series 523 forms, or subsurface testing. If determined necessary, further monitoring should continue until grading and excavation are complete or until the monitoring archaeologist determines, based on field observations, that there is no likelihood of encountering intact archaeological cultural resources. Alternatively, further archaeological monitoring could be reduced from full-time to part-time or spot-checking if determined appropriate by the professional archaeologist based on monitoring results. Upon completion of any monitoring activities, the archaeologist should prepare a report to document the methods and results of monitoring activities. The final version of this report should be submitted to the SSJVIC.

If human remains are encountered, the regulatory process outlined in Health and Safety Code Section 7050.5 must be followed, which involves coordination with the NAHC and a Native American Most Likely Descendant.

If you have any questions concerning the content or the intent of this memorandum, please contact me at kerrie.collison@lsa.net or (805) 782-0745.

Attachment: A: References
B: Figures 1 and 2
C: Record Search Results
D: Sacred Lands File Search Results
E: Survey Photographs

ATTACHMENT A

REFERENCES

California Geological Survey (CGS)

2015 Geologic Map of California (2010), Copyright 2015, State of California. Website: https://maps.conservation.ca.gov/cgs/gmc/ (accessed June 10, 2020).

California Office of Historic Preservation (OHP)

1976 California Inventory of Historic Resources. California Department of Parks and Recreation, Sacramento.

1988 *Five Views: An Ethnic Historic Site Survey for California.* California Department of Parks and Recreation, Sacramento.

1992 California Points of Historical Interest. California Department of Parks and Recreation, Sacramento.

1996 California Historical Landmarks. California Department of Parks and Recreation, Sacramento.

2012 Directory of Properties in the Historic Property Data File. California Department of Parks and Recreation, Sacramento. April 5.

National Environmental Title Research (NETR)

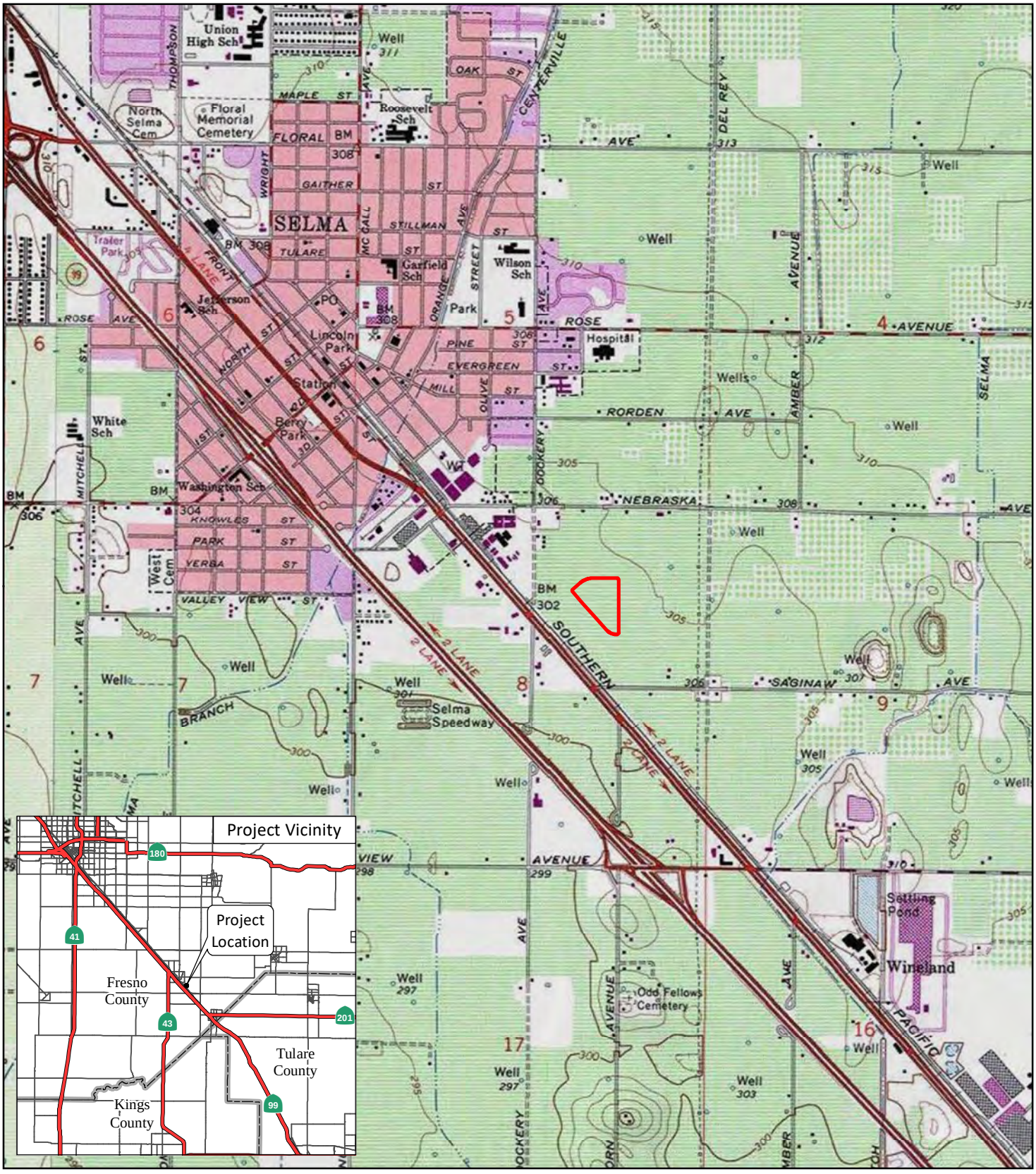
2020 Historic Aerials. Website: http://www.historicaerials.com (accessed June 10, 2020).

United States Geological Survey (USGS)

1981 *Selma, California* 7.5-minute topographic quadrangle. Prepared in 1964. Photorevised in 1981. USGS, Denver, Colorado.

ATTACHMENT B

FIGURES 1 AND 2



LSA

LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

Fresno County Rural Transit Agency Maintenance and Operations Facility

Project Location and Vicinity

SOURCE: USGS 7.5' Quad - *Selma, CA (1981)*

I:\FTA2001\GIS\MXD\ProjectLocation.mxd (5/7/2020)

LSA

LEGEND

Project Location

FIGURE 2

N

0 375 750

FEET

Fresno County Rural Transit Agency Maintenance and Operations Facility

Project Site

SOURCE: Bing Maps, 2020

I:\FTA2001\GIS\MXD\ProjectSite.mxd (5/7/2020)

ATTACHMENT C

RECORD SEARCH RESULTS

ATTACHMENT D

SACRED LANDS FILE SEARCH RESULTS

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

May 12, 2020

Kerrie Collison

LSA

Via Email to: kerrie.collison@lsa.net

Re: Fresno County Rural Transit Agency Maintenance and Operations Facility, Fresno County

Dear Ms. Collison:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contacts List
May 12, 2020

Big Sandy Rancheria of Western Mono Indians
Elizabeth D. Kipp, Chairperson
PO. Box 337
Auberry ,CA 93602
lkipp@bsrnation.com
(559) 374-0066
(559) 374-0055
Western Mono

Cold Springs Rancheria
Carol Bill, Chairperson
P.O. Box 209
Tollhouse ,CA 93667
coldsprgstribe@netptc.net
(559) 855-5043
(559) 855-4445 Fax
Mono

Dumna Wo-Wah Tribal Goverment
Robert Ledger Sr., Chairperson
2191 West Pico Ave.
Fresno ,CA 93705
ledgerrobert@ymail.com
(559) 540-6346
Dumna/Foothill Yokuts Mono

Dunlap Band of Mono Indians
Benjamin Charley Jr., Tribal Chair
P.O. Box 14
Dunlap ,CA 93621
ben.charley@yahoo.com
(760) 258-5244
Mono

Dunlap Band of Mono Indians
Dirk Charley, Tribal Secretary
5509 E. McKenzie Avenue
Fresno ,CA 93727
dcharley2016@gmail.com
(559) 554-5433
Mono

Kings River Choinumni Farm Tribe
Stan Alec
3515 East Fedora Avenue
Fresno ,CA 93726
(559) 647-3227 Cell
Foothill Yokuts Choinumni

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road
Clovis ,CA 93619
rwgoode911@hotmail.com
(559) 299-3729 Home
(559) 355-1774 - cell
Mono

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco, Chairperson
P.O. Box 8
Lemoore ,CA 93245
(559) 924-1278
(559) 924-3583 Fax
Tache Tachi Yokut

Table Mountain Rancheria
Leanne Walker-Grant, Chairperson
P.O. Box 410
Friant ,CA 93626
rpennell@tmr.org
(559) 822-2587
(559) 822-2693 Fax
Yokuts

Table Mountain Rancheria
Bob Pennell, Cultural Resources Director
P.O. Box 410
Friant ,CA 93626
rpennell@tmr.org
(559) 325-0351
(559) 325-0394 Fax
Yokuts

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
Fresno County Rural Transit Agency Maintenance and Operations Facility, Fresno County.

.

Native American Heritage Commission
Native American Contacts List
May 12, 2020

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue
Fresno ,CA 93720
davealvarez@sbcglobal.net
(559) 217-0396 Cell

Choinumni

Traditional Choinumni Tribe
Rick Osborne, Cultural Resources
2415 E. Houston Avenue
Fresno ,CA 93720
(559) 324-8764
lemek@att.net

Choinumni

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas ,CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
Fresno County Rural Transit Agency Maintenance and Operations Facility, Fresno County.

.

ATTACHMENT E

SURVEY PHOTOGRPAHS

Survey Photographs: FCRTA Maintenance and Operations Facility Project
Selma, Fresno County, California

Overview of project site from southeast corner.
View to north-northwest. June 3, 2020.

Vegetation cover in northwest parcel of project site.
View to northwest. June 3, 2020.

This page intentionally left blank

ATTACHMENT C

BIOLOGICAL RESOURCES ASSESSMENT

This page intentionally left blank

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

July 21, 2020

Janelle Del Campo
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, California 93721

Subject: Biological Resources Assessment for the Proposed Fresno County Rural Transit Agency Maintenance and Operations Facility Project located at 1821 Pacific Avenue, Selma, California

Dear Ms. Del Campo:

The purpose of this Biological Resources Technical Memorandum is to describe and document potential impacts to biological resources—including federally listed species—associated with a proposed maintenance and operations facility (project) on four legal parcels (Assessor's Identification Numbers 390-19-015, 390-19-014, 390-19-017, and 390-19-016) in Selma, Fresno County, California. This technical information is provided for project review under the National Environmental Policy Act (NEPA) pursuant to 23 Code of Federal Regulation's (CFR) Part 771.118 and in accordance with the Federal Transit Administration (FTA) Region 9 checklist, federal Endangered Species Act, and other pertinent environmental regulations. This document provides a biological resources impact analysis that reflects the current environmental setting, project design, and regulatory context.

PROJECT DESCRIPTION

The 9.14-acre project site is located at 1821 Pacific Avenue in the City of Selma (City). The project site is bound to the north by Valley View Avenue, to the east by Pacific Avenue, and to the south and west by Tucker Avenue. Refer to Attachment A: Figure 1, Regional Location.

The project site consists of four parcels and includes the following Assessor's Parcel Numbers (APNs): 390-190-14S, 390-190-15S, 390-190-16S, and 390-190,-17S. The Fresno County Rural Transit Agency (FCRTA) currently owns APNs 390-190-15S, 390-190-16S, and 390-190,-17S. FCRTA may purchase APN 390-190-14S in the future; as such, this parcel is evaluated herein.

All four parcels currently consist of vacant land; however, APN 390-190-15S was formerly occupied by the Selma Fire Department's training facility. The training facility has been relocated. The training facility consisted 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 paved entrance. Training activities associated with fire burning and watering were conducted in self-containers and Jaws of Life training activities utilized cars with empty gas tanks and all fluids removed.

The proposed project would construct a new maintenance and operations facility for the FCRTA. The facility would include an approximately 4,900-square-foot maintenance shop equipped to service both natural gas and electric transit buses, an approximately 4,900-square-foot maintenance shop

devoted to light duty vehicles and vans, and an approximately 4,900-square-foot office and training facility for technician training in advanced transit vehicle technology. The proposed project would also include a bus wash that would apply State-mandated conservation practices such as onsite recycled water and filtering requirements. The bus wash would utilize a blow dryer and would accommodate up to 40-foot buses.

The project would be equipped with ten Level 3 electric vehicle (EV) chargers to serve electric transit buses, ten Level 2 EV chargers to serve electric transit vans, and a public access compressed natural gas (CNG) station capable of serving both transit buses and over-the-road Class 8 trucks. The project would also include approximately 1.3 to 2.0 megawatts (MW) of on-site solar power and 500 kilowatt-hour (kWh) of battery storage to support the electric vehicle charging.

The FCRTA operates 25 transit subsystems with 120 vehicles that operate in 13 rural incorporated cities throughout the Valley. In addition, the FCRTA has 13 maintenance yards in rural areas. The proposed project would have approximately 10 to 20 employees daily and the amount of buses each day would be minimal based on the maintenance schedule and rotation. Buses would be stored off-site and would travel to the site for scheduled services and California Highway Patrol (CHP) inspections. Buses would be driven in by shuttle drivers or would be towed in if broken down.

FCRTA will be utilizing Federal Transit Administration (FTA) funding ($5.1 million) for a portion of this project.

PROJECT SETTING

The subject property is located in Section 8 of Township 16 South and Range 22 East on the 7.5-minute series United States Geological Survey (USGS) *Selma, California* quadrangle (refer to Figure 1). Elevations on the parcel range from approximately 303 to 309 feet above mean sea level. Existing commercial and industrial developments, undeveloped lots, and paved roads surround the parcel. The project site is strictly upland in nature; no drainage features, riparian areas, or wetlands are recorded within the project parcel or in the immediate vicinity.

The project site is currently fallow and appears to be regularly maintained for vegetation control. The site was historically used for agriculture, consistent with many of the surrounding lands in the region. According to historic aerial imagery, the project site has remained in its current condition for more than 20 years. Recent developments along the margins of the City of Selma and expansion into ranch land settlements have brought increased urban development throughout lands previously used for agriculture. Some lands in the vicinity of the project site are fallow or active agricultural lands; however, most of the lands are developed and are a mixture of residential, commercial, and industrial uses (refer to Figure 2, Project Site and Surrounding Land Uses).

METHODS

Literature Review and Records Search

LSA Assistant Biologist Kelly McDonald conducted a literature review and records search on May 12, 2020, to identify the existence and potential for occurrence of sensitive or special-status plant and

animal species[1] in the project vicinity. Federal and State lists of sensitive species were also examined. Current electronic database records reviewed included the following:

- **California Natural Diversity Data Base information (CNDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game. This database covers sensitive plant and animal species, as well as sensitive natural communities that occur in California. Records from nine USGS quadrangles surrounding the project area (*Malaga, Sanger, Wahtoke, Conejo, Selma, Reedley, Laton, Burris Parks, and Traver*), along with a query of records within a 5-mile radius of the project parcel.

- **California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which uses four specific categories or "lists" of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project area were obtained from this database.

- **United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) Online System**, which lists all proposed, candidate, threatened, and endangered species managed by the Endangered Species Program of the USFWS that have the potential to occur on or near a particular site. This database also lists all designated critical habitats, national wildlife refuges, and migratory birds that could potentially be impacted by activities from a proposed project. An IPaC Trust Resource Report (USFWS 2020a) was generated for the project site.

    - **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project site (USFWS 2020b).

    - **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously-identified in the project area (USFWS 2020c).

- **eBird:** eBird is a real-time, online checklist program launched in 2002 by the Cornell Lab of Ornithology and National Audubon Society. It provides rich data sources for basic information on bird abundance and distribution at a variety of spatial and temporal scales. eBird occurrence records for burrowing owl (*Athene cunicularia*) from a 5 mile radius around the project site were reviewed in May 2020 (eBird 2020).

In addition to the databases listed above, historic and current aerial imagery, and land use policies related to biological resources were reviewed.

[1] For the purposes of this report, the term "special-status species" refers to those species that are listed or proposed for listing under the California Endangered Species Act and/or federal Endangered Species Act.

RESULTS

This section summarizes the environmental setting and provides further analysis of the literature and records search. Discussions regarding the potentially occurring special-status biological resources, and habitat connectivity are presented below.

Special-Status Species

The Selma region supports various special-status natural communities, plants, and animals. Attachment D contains a table that identifies two special-status animal species that have been historically documented in the vicinity of the project site and includes detailed information about each species' habitat and distribution, activity period, listing/status designations, and probability of occurrence within the project site boundaries. No special-status plant species have been documented in the project vicinity. The species included in Attachment D were compiled from the CNPS, CNDDB, and IPaC records search from a 5-mile radius around the project site and from LSA's extensive knowledge and experience in the region. The special-status species identified in the literature review are not anticipated to occur on the project site due to historic and ongoing anthropogenic disturbances and due to the lack of suitable habitat.

No special-status species were determined to have a moderate or high potential of occurrence within the proposed disturbance limits.

Special-Status Natural Communities

The CNDDB search identified the Great Valley Mixed Riparian Forest, a special-status natural (i.e., plant) community within the nine-quad search area. No special-status natural communities or conservation areas exist within the project site or in adjacent parcels. The project site is completely isolated and distant from all special-status natural communities that occur in the region.

Wetlands and Potential Jurisdictional Drainages

There are no records of wetlands or potential jurisdictional drainage features existing within the project parcel. No potentially jurisdictional drainage features, wetlands, or riparian areas are present on the project site.

Regional Habitat Conservation Plans and Local Policies

The City of Selma and Fresno County currently do not have a regional Natural Community Conservation Plan or Habitat Conservation Plan.

The Selma General Plan addresses local relevant policies related to open space, conservation and recreation, including Policy 5.1, which states that the City shall review the Conservation and Open Space Element regularly to ensure its compatibility with State guidelines and related plans developed by the Fresno Council of Governments and Fresno County.

IMPACT FINDINGS

Critical Habitat

There is no designated or proposed critical habitat for any federally-listed species within the project site. The project would not result in any direct impacts to critical habitats or sensitive natural communities. No mitigation is required.

Wetlands

The project would not directly or indirectly impact any jurisdictional wetlands, riparian areas, or drainage features. No mitigation is required.

Special-Status Species

No special-status plant or animal species are likely to occur on site due to lack of suitable habitat and historical anthropogenic uses. Attachment D contains a table that identifies those special-status animal species known to occur or that potentially occur in the vicinity of the project site, and includes each species' probability of occurrence within the proposed construction footprint. No species-status plants are known to occur within a 5-mile radius of the project site and none are expected to occur within the proposed construction footprint. No special-status species are anticipated to be adversely impacted by the project, and no mitigation is required.

Nesting Birds

The project site and immediate vicinity contain vegetation and other features that provide suitable nesting habitat for a variety of native and migratory bird species, which are protected while nesting. To ensure compliance with the Federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3500–3516, pre-construction nesting bird surveys are recommended to occur prior to any vegetation clearing or construction activities planned to occur during the nesting bird season (January 1 through September 30). With successful implementation of the recommended impact avoidance measures (see below), impacts to nesting birds would be avoided.

Wildlife Movement

The project is surrounded by existing commercial developments, vacant lots and paved roads. The wildlife species that occur in the project vicinity are adapted to the urban-wildland interface. The noise, vibration, light, dust, or human disturbance within construction areas would only temporarily deter wildlife from using areas in the immediate vicinity of construction activities. These indirect effects could temporarily alter migration behaviors, territories, or foraging habitats in select areas. However, because these are temporary effects, it is likely that wildlife already living and moving in close proximity to urban development would alter their normal functions for the duration of the project construction and then re-establish these functions once all temporary construction effects have been removed. The proposed project would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity. No adverse effects on wildlife movement are anticipated, and no mitigation is required.

Regional Habitat Conservation Plans and Local Policies

The proposed project would not conflict with any regional habitat conservation plan or local policies related to the protection and conservation of biological resources.

NEPA CATEGORICAL EXEMPTION

Based on the biological resources assessment, the proposed project would not result in significant impacts to biological resources according to NEPA pursuant to 23 CFR Part 771.118 and in accordance with the FTA Region 9 checklist. As described in the checklist, questions listed under sections N and U, the proposed project would not impact wetlands, ecologically sensitive areas or endangered species, therefore the proposed project would be Categorical Exclusion (CE) under the NEPA environmental review.

RECOMMENDED AVOIDANCE MEASURES

The following measure is recommended to be implemented to avoid impacts on migratory and nesting birds.

BIO-1 **Nesting Bird Surveys and Active Nest Avoidance.** Any vegetation removal should take place outside of the active nesting bird season (i.e., January 1–September 30), when feasible, to ensure compliance with the California Fish and Game Code. Should vegetation removal take place during this period, a qualified biologist should conduct a nesting bird survey prior to clearing activities to ensure that birds are not engaged in active nesting within or immediately adjacent to the project site. If nesting birds are discovered during preconstruction surveys, the biologist should identify an appropriate buffer (i.e., up to 500 feet depending on the circumstances and specific bird species) where no clearing, grading, or construction activities with potential to have direct or indirect impacts on the nesting birds are allowed to take place until after the birds have fledged from the nest, or the qualified biologist has determined that the nest is no longer active.

CONCLUSION

The project would not result in any impacts to critical habitat or environmentally sensitive habitat areas, and project implementation is not likely to adversely affect any special-status species. With implementation of the recommended avoidance measure, no adverse effects to protected biological resources are anticipated.

Sincerely,

LSA Associates, Inc.

Bo Gould
Senior Biologist

Attachments: A: Figures
B: Summary of Special-Status Species

ATTACHMENT A

FIGURES

LSA

FIGURE 1

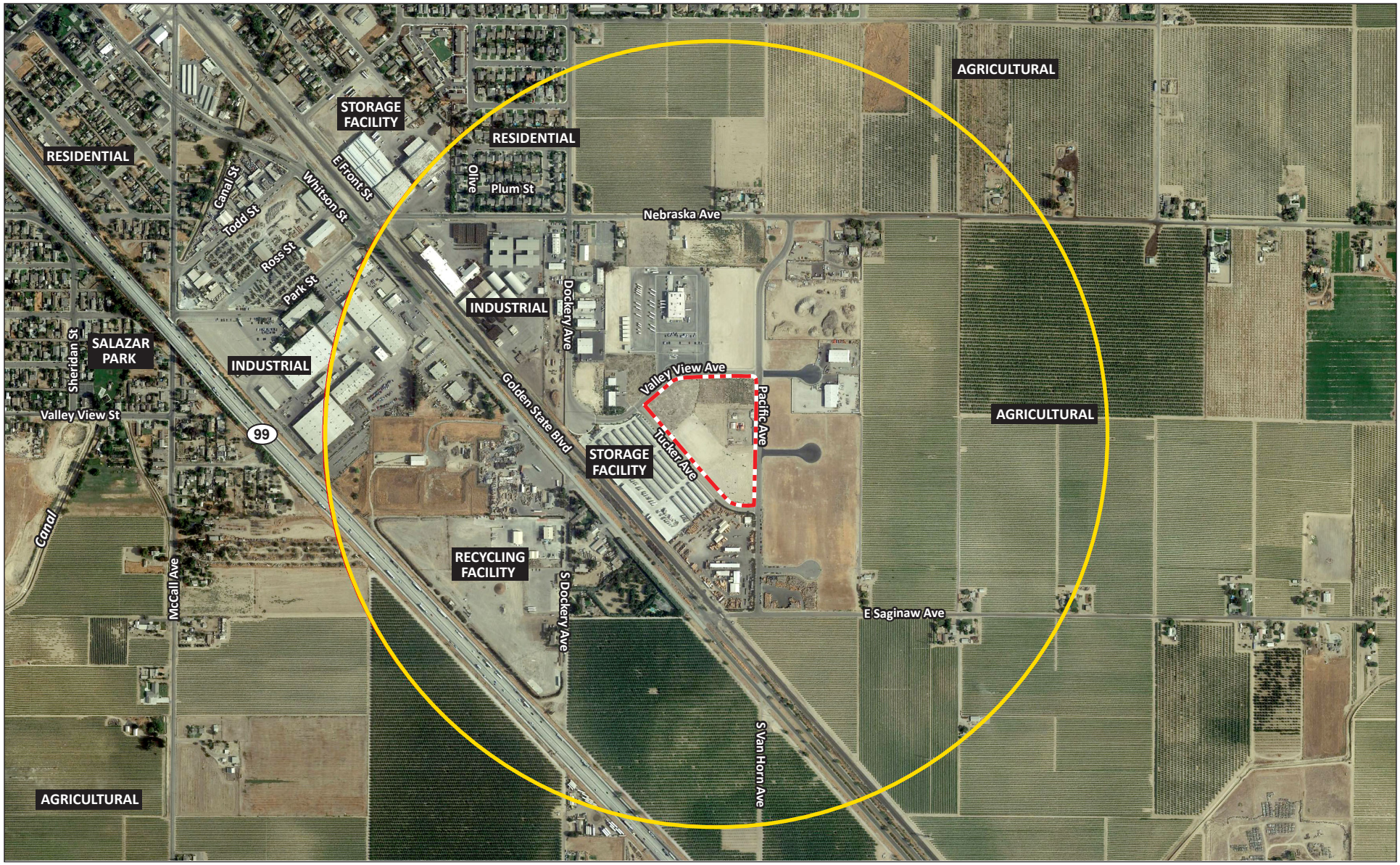
N

0 500 1000
FEET

Fresno County Rural Transit Agency
Maintenance and Operations Facility
Regional Location

SOURCE: ESRI World Street Map (03/20).

I:\FTA2001\GIS\Maps\Figure 1_Regional Location.mxd (6/12/2020)



LSA

FIGURE 2

0 450 900
FEET

N

Project Site

1/2-Mile Radius

Fresno County Rural Transit Agency
Maintenance and Operations Facility
Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, 8/23/18; LSA, 2020

aCorp04\P:\FTA2001 FCRTA Maintenance and Operations Facility\PRODUCTS\Graphics\Figure_2.ai (5/27/2020)

ATTACHMENT B

SUMMARY OF SPECIAL-STATUS SPECIES

Table B-1: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence and Rationale
Swainson's hawk	*Buteo swainsoni*	US: – CA:CT	Breeds in grasslands with scattered trees, juniper sage flats, riparian areas, savannas, and agricultural/ranch lands. Requires adjacent suitable foraging areas such as grasslands, alfalfa, or grain fields supporting rodent populations.	**Low probability of foraging; no nesting habitat present.** There are historical records of occurrence in the project vicinity (CNDDB 1926, 2000). Suitable roosting habitat is absent in the project area. Some suitable foraging habitat present in the project area.
western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	US: FT CA:CE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	**Not Expected.** There is a historical record of occurrence in the project vicinity (CNDDB 1898). The project site does not contain suitable nesting or foraging habitat.

[1]Project vicinity = Project area plus a 5 mile buffer

Status: Federal Endangered (FE), Federal Threatened (FT), Federal Candidate (FC), Federal Proposed (FP, FPE, FPT), Federal Delisted (FD), California Endangered (CE), California Threatened (CT), California Species of Special Concern (SSC), California Fully Protected Species (CFP), California Special Animal (CSA)

CA = California

ft = foot/feet
m = meter/meters
mi = mile/miles
US = United States