

**FOWLER CITY COUNCIL MEETING
AGENDA
TUESDAY, DECEMBER 7, 2021
7:00 P.M.
CITY COUNCIL CHAMBER
128 SOUTH 5TH STREET
FOWLER, CA 93625**

In compliance with the Americans with Disabilities Act, if you need assistance or accommodations to access the City Council Chambers or participate in this meeting, please contact the Clerk at (559) 834-3113 x102. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council meetings: you may attend in person, you may appear by telephone as described below, or you may submit written comments via email to avasquez@ci.fowler.ca.us. Please include your name and reference the agenda item you are commenting on, if any. Written comments received that do not specify an agenda item will be marked for the general public comment portion of the agenda. Emails received by 8:00 am on the date of the meeting will be provided to the City Council at the meeting and made part of the record of proceedings but will not be read aloud.

Consistent with Government Code 54953 as amended by AB 361, and City Council Resolution No. 2525, this meeting may be assessed by members of the public or City Council members via remote teleconference.

The telephone number listed below will provide access to the meeting via teleconference. Please note: when joining the teleconference you will be asked for your name which will be used to identify you during any public comment period.

Telephone Number: 978-990-5175

Meeting ID: 494026#

Persons accessing the meeting via teleconference will have an opportunity to provide comments at appropriate times during the meeting. To eliminate background noise or other interference from telephonic participation, it is requested that any person accessing the meeting via teleconference have their phone set on "mute" while on the teleconference except when offering comment during the meeting.

Any writing or document that is a public record and provided to a majority of the City Council regarding an open session item on the agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such writings and documents may be posted on the City's website at www.fowlercivcity.org.

Resolutions and Ordinances - With respect to the approval of resolutions and ordinances, the reading of the title thereto shall be deemed a motion to waive a reading of the complete resolution or ordinance and unless there is a request by a Councilmember that the resolution or ordinance be read in full, further reading of the resolution or ordinance shall be deemed waived by unanimous consent of the Council.

1. Meeting Called to Order
2. Roll Call
3. Invocation by Priest Gomindas Zohrabian of Saint Gregory Armenian Apostolic Church
4. Pledge of Allegiance
5. Public Comment

This portion of the meeting is reserved for persons desiring to address the Council on any matter not described on this agenda. Presentations are limited to 5 minutes per person and no more than 15 minutes per topic.

5-A. Mr. Gonzalez, Fresno County Department of Public Health

5-B. New La Quinta owners

6. Consent Calendar

Items on the Consent Calendar are considered routine and include a recommended action from Staff and shall be acted on by one motion of the Council. If a Councilmember requests additional information or would like to pull an item for discussion, that item shall be pulled from the Consent Calendar and acted upon separately. A Councilmember may register an action on an individual item without pulling the item from the Consent Calendar. A motion to approve the Consent Calendar is deemed to include a motion to waive the full reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those which received a unanimous vote of the Councilmembers present at introduction shall be eligible for placement on the Consent Calendar.

6-A. RATIFY Warrants for December 7, 2021

6-B. APPROVE Minutes of the November 2, 2021 City Council Meeting

6-C. Consider APPROVAL of Resolution No. 2527, A Resolution of the City Council of the City of Fowler Authorizing Continued Use of Remote Teleconferencing for City Council Meetings and Commission Meetings During Declared State of Emergency in Accordance with Government Code Section 54953 as amended by AB 361. (City Attorney)

6-D. Consider ADOPTION of a Zoning Ordinance Amendment No. 21-02 amending Sections 9-5.202 and 9-5.21.05 of the Fowler Zoning Ordinance to clarify accessory building development standards. (Planning)

- 6-E. Consider ADOPTION of Text Amendment No. 21-03 to Add Chapter 5 of Title 7 of the Fowler Municipal Code to establish procedures for naming public facilities. (Planning)
- 6-F. Consider ADOPTION of Ordinance No. 2021-05 to add Article 5 to the existing Chapter 2, Title 6, of the Fowler Municipal Code for Organic Waste Collection and Disposal. (Public Works)
- 6-G. Actions pertaining to the Storm Drain Utility Agreement (Tract 6274) Approval and Acceptance of Storm Drain Easement for conveyance of storm water from Tract 6274 to North 10th Street City Storm Drain Basin. (Public Works)
 - 1. APPROVE a Storm Drain Utility Easement Agreement (Kandarian) to convey storm water from Tract 6274 to the North 10th Avenue City Storm Drain Basin.
 - 2. ACCEPT Storm Drain Easements across APN 343-060-18 and APN 343-020-31 in the City of Fowler, Fresno County.
- 6-H. APPROVE a \$500 donation request from Fowler High School Sober Grad Committee Chairperson, Jennifer Diaz, for fiscal year 2021-22. (Recreation)
- 7. General Administration
 - 7-A. Finance
 - i. ACCEPT the Independent Auditor's Report for the Fiscal Year 2018-2019
 - 7-B. Planning
 - i. Public Hearing to CONSIDER Adoption of the Fresno County SB 743 Implementation Regional Guidelines
 - ii. Public Hearing to CONSIDER Planning Case No. 21-0015, a Tentative Subdivision Map (TSM), Prezone, Annexation, and Adoption of a Mitigated Negative Declaration, submitted by Sunshine Raisin Corporation for approximately 29.04 acres on the east side of South Armstrong Avenue between East Adams and East Hogan Avenues.
 - 7-C. Public Works
 - i. Discussion Regarding SKGSA Fiscal year (FY) 2021-2022 Budget.
 - ii. Receive analysis from ARC Alternatives on their third-party review of the City's proposals for the Solar/Energy Conservation Project.

Provide Staff direction on next steps for the Project, which may include authorizing the City Manager or designee to negotiate a Project Agreement with the selected vendor.

- iii. Review alternatives and provide staff direction regarding potential request to Caltrans to add median treatment to the State Route 99 improvement project.

7-D. City Manager's Office

8. Staff Communications (City Manager)

9. Councilmember Reports and Comments

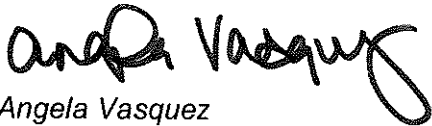
9-A. Board/Committee Assignment for 2022 Veterans Day event

10. Adjourn

Next Ordinance No. 2021-09

Next Resolution No. 2532

CERTIFICATION: I, Angela Vasquez, Deputy City Clerk of the City of Fowler, California, hereby certify that the foregoing agenda was posted for public review on Friday, December 3, 2021.



*Angela Vasquez
Deputy City Clerk*

CITY OF FOWLER
 WARRANTS LIST
 December 7, 2021

<u>ACCOUNTS PAYABLE CHECKS</u>	<u>CHECK NUMBERS</u>	<u>CHECK DATES</u>	<u>AMOUNT</u>
Regular checks	38573-38711		\$ 531,095.84
TOTAL ACCOUNTS PAYABLE CHECKS			\$ 531,095.84
<u>PAYROLL COSTS</u>			
First November Bi-Monthly Payroll		November 15, 2021	132,463.41
Second November Bi-Monthly Payroll		November 30, 2021	96,936.83
TOTAL PAYROLL COSTS			\$ 229,400.24
TOTAL CASH DISBURSEMENTS			\$ 760,496.08

ITEM 6 - A

NOTE:

Check #38610	Void check
Check #38614	Void check
Check #38633	Void check carry over to check #38634
Check #38660	Void check
Check #38702	Void check carry over to check #38703
Check #38707	Void check carry over to check #38708

SUPERIOR
DATE: 12/02/2021
TIME: 12:23:47

PAGE NUMBER: 1
ACCTPA21

CITY OF FOWLER
CHECK REGISTER - DISBURSEMENT FUND

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38573	11/03/21	10995	ADT SECURITY SERVICES	6700	SECURITY SYSTEM	0.00	170.07
1001	38574	11/03/21	10549	AT&T MOBILITY	6120	AIR CARD SERVICES	0.00	524.27
1001	38575	11/03/21	14330	B&P PEST PROS	6700	SNR CTR PEST CONTROL	0.00	95.00
1001	38575	11/03/21	14330	B&P PEST PROS	6020	ADMIN PEST CONTROL	0.00	90.00
TOTAL CHECK								185.00
1001	38576	11/03/21	14527	BAUER COMPRESSOR, INC	6130	45 CF MACHINE	0.00	10,265.45
1001	38577	11/03/21	10026	BCT CONSULTING	5000	COMPUTER SERVICES	0.00	344.63
1001	38577	11/03/21	10026	BCT CONSULTING	6120	COMPUTER SERVICES	0.00	344.62
1001	38577	11/03/21	10026	BCT CONSULTING	6150	COMPUTER SERVICES	0.00	344.62
1001	38577	11/03/21	10026	BCT CONSULTING	6030	COMPUTER SERVICES	0.00	344.62
1001	38577	11/03/21	10026	BCT CONSULTING	5000	COMPUTER SERVICES	0.00	301.25
1001	38577	11/03/21	10026	BCT CONSULTING	6120	COMPUTER SERVICES	0.00	301.25
1001	38577	11/03/21	10026	BCT CONSULTING	6150	COMPUTER SERVICES	0.00	301.25
1001	38577	11/03/21	10026	BCT CONSULTING	6030	COMPUTER SERVICES	0.00	301.25
TOTAL CHECK								2,583.49
1001	38578	11/03/21	10022	BORCHARDT, CORONA & FAET	5000	06/30/19 AUDIT	0.00	1,855.40
1001	38578	11/03/21	10022	BORCHARDT, CORONA & FAET	6030	06/30/19 AUDIT	0.00	1,855.40
TOTAL CHECK								3,710.80
1001	38579	11/03/21	10024	BSK ASSOCIATES	5000	COIL TEST	0.00	182.00
1001	38579	11/03/21	10024	BSK ASSOCIATES	5000	TCP TEST	0.00	115.00
TOTAL CHECK								297.00
1001	38580	11/03/21	13143	BUCKLES-SMITH ELECTRIC C	6200	ELECTRICAL SUPPLIES	0.00	82.37
1001	38581	11/03/21	14131	CENTRAL VALLEY SWEEPING,	2250	STREET SWEEPING SEPT	0.00	2,750.00
1001	38582	11/03/21	10910	CITY OF SANGER	5020	21-22 SKGSA	0.00	165,684.00
1001	38583	11/03/21	14356	COMCAST	6030	CABLE SVC-CITY HALL	0.00	128.35
1001	38583	11/03/21	14356	COMCAST	6700	OCT25-NOV24 2021	0.00	105.42
TOTAL CHECK								233.77
1001	38584	11/03/21	14429	CORE & MAIN	5000	PUMP W/HOSE	0.00	74.03
1001	38585	11/03/21	13797	CRWA	5000	ANNUAL MEMBERSHIP	0.00	816.00
1001	38586	11/03/21	14528	DENHAM RESOURCES	5000	TEMP TO COVER B MOLIN	0.00	32.40
1001	38586	11/03/21	14528	DENHAM RESOURCES	6020	TEMP TO COVER B MOLIN	0.00	291.60
TOTAL CHECK								324.00
1001	38587	11/03/21	14525	DURAN, LYNDA & JOHN	500	UB REFUND	0.00	62.29
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21-22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21-22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	241.46

CITY OF FOWLER
CHECK REGISTER - DISBURSEMENT FUND

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21-22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	241.46
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21/22 1	0.00	362.20
1001	38588	11/03/21	10126	FRESNO COUNTY TAX COLLEC	6020	PROP TAX 21-22 SUB	0.00	466.42
TOTAL CHECK								2,760.30
1001	38589	11/03/21	14259	IMAGESOURCE	6160	COPIER SVCS	0.00	158.03
1001	38589	11/03/21	14259	IMAGESOURCE	5000	COPIER SVCS	0.00	158.03
1001	38589	11/03/21	14259	IMAGESOURCE	6150	COPIER SVCS	0.00	158.03
1001	38589	11/03/21	14259	IMAGESOURCE	6020	COPIER SVCS	0.00	158.03
TOTAL CHECK								632.12
1001	38590	11/03/21	14485	KOFF & ASSOCIATES, INC.	6020	PROF SVC OCT 21	0.00	3,960.00
1001	38591	11/03/21	14529	LAWRENCE WILDER	6160	HEARING OFFICER	0.00	900.00
1001	38592	11/03/21	12411	LEXIPOL	6120	LEXIPOL POLICY MNG SV	0.00	3,300.00
1001	38593	11/03/21	10191	LIFE ASSIST, INC	6130	TEST STRIPS AND SHEAR	0.00	105.96
1001	38594	11/03/21	14524	MUHAR, BALWINDER	500	UB REFUND	0.00	80.90
1001	38595	11/03/21	10885	NELSONS POWER CENTER	6260	BLADE	0.00	70.04
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	0.32
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	11.53
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	36.82
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	119.83
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	124.92
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6260	UTILITIES	0.00	527.07
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6260	UTILITIES	0.00	947.96
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	5000	UTILITIES	0.00	1,003.15
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6700	UTILITIES	0.00	1,720.79
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6020	UTILITIES	0.00	4,273.44
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	14,933.50
1001	38596	11/03/21	10237	P G & E - SACRAMENTO	6200	UTILITIES	0.00	23,699.33
TOTAL CHECK								340.98
1001	38597	11/03/21	12384	PITNEY BOWES GLOBAL FINA	6020	LEASE PAYMENT	0.00	39.00
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	AA 21-02 BARBED WIRE	0.00	73.50
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	SPR 21-03 UHC	0.00	94.20
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	SPR 21-02 JAYS AUTO	0.00	97.80
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	CUP 19-02 BAJWA	0.00	347.70
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	SPR BS	0.00	485.10
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	SPR 21-07 NAT RAISIN	0.00	792.90
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	ZTA 21-01 DRIVE THRU	0.00	893.60
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	SPR JM	0.00	910.00
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	CUP 21-03 DAVILA	0.00	1,014.30
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	LLA 21-01 BEE SWEET	0.00	2,348.80
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	FUSD ANNEX PREZ 19-03	0.00	

SUPERION
 DATE: 12/02/2021
 TIME: 12:23:47

CITY OF FOWLER
 CHECK REGISTER - DISBURSEMENT FUND

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
 ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	TTM 21-0015 MARSHALL	0.00	4,388.80
1001	38598	11/03/21	13655	PROVOST & PRITCHARD	6150	ON-OCALL/GRANTS	0.00	17,263.96
TOTAL CHECK								28,749.66
1001	38599	11/03/21	10251	R & R AUTO REPAIR SHOP	6160	WIPER BLADES MIKE K	0.00	25.91
1001	38599	11/03/21	10251	R & R AUTO REPAIR SHOP	6200	WIPER BLADES GALEN	0.00	25.91
1001	38599	11/03/21	10251	R & R AUTO REPAIR SHOP	6120	IMPALA STARTER	0.00	525.73
TOTAL CHECK								577.55
1001	38600	11/03/21	14526	RJ HILL C/O ADAMALIAN PR	500	UB REFUND	0.00	93.03
1001	38601	11/03/21	11195	ROBERT V JENSEN INC	6130	FUEL FIRE	0.00	77.04
1001	38601	11/03/21	11195	ROBERT V JENSEN INC	6260	FUEL PARKS	0.00	386.35
1001	38601	11/03/21	11195	ROBERT V JENSEN INC	6200	FUEL STREETS	0.00	414.44
1001	38601	11/03/21	11195	ROBERT V JENSEN INC	5000	FUEL WATER	0.00	722.15
TOTAL CHECK								1,599.98
1001	38602	11/03/21	13355	SITE ONE LANDSCAPE SUPPL	6260	IRRIGATION SUPPLIES	0.00	298.60
1001	38603	11/03/21	10288	SMART & FINAL	6700	CANDY/SUPPLIES SNR CT	0.00	239.52
1001	38604	11/03/21	10085	STATE OF CA DEPARTMENT O	6120	BLOOD ALCOHOL ANYLSS	0.00	70.00
1001	38605	11/03/21	10763	SUNBELT RENTALS	6400	LGHT TWR RNTL FRMRS	0.00	190.62
1001	38605	11/03/21	10763	SUNBELT RENTALS	6400	LGHT TWR RNTL FRMRS	0.00	211.55
TOTAL CHECK								402.17
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6700	JANITORIAL SVC	0.00	5.05
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6700	JANITORIAL	0.00	39.34
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6020	ADMIN SERVICES	0.00	47.04
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6020	ADMIN SERVICES	0.00	47.04
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6130	FIRE SERVICES	0.00	58.56
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6130	FIRE SERVICES	0.00	58.56
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6130	FIRE SERVICES	0.00	58.56
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6130	FIRE SERVICES	0.00	58.56
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	5000	WATER SERVICES	0.00	185.40
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6260	PARKS SERVICES	0.00	185.40
1001	38606	11/03/21	13543	UNIFIRST CORPORATION	6260	PARKS SERVICES	0.00	185.40
TOTAL CHECK								987.47
1001	38607	11/03/21	14086	USA NORTH 811 CA UNDERGR	5000	MEMBERSHIP LOPEZ	0.00	280.82
1001	38608	11/03/21	10725	VERIZON WIRELESS	6120	OFFICERS CELL PHONE	0.00	538.48
1001	38609	11/03/21	13999	WONDERWARE	5000	SCADA RENEWAL	0.00	1,620.00
1001	38611	11/03/21	10910	CITY OF SANGER	5020	20-21 SKGSA	0.00	54,314.00
1001	38612	11/09/21	12285	ATT	6120	CITY INTERNET	0.00	742.22
1001	38613	11/09/21	10026	BCT CONSULTING	6030	COMPUTER SERVICES	0.00	375.00

SUPERIOR
 DATE: 12/02/2021
 TIME: 12:23:47

CITY OF FOWLER
 CHECK REGISTER - DISBURSEMENT FUND

PAGE NUMBER: 4
 ACCTPA21

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
 ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38613	11/09/21	BCT CONSULTING	6150	COMPUTER SERVICES	0.00	375.00
1001	38613	11/09/21	BCT CONSULTING	6120	COMPUTER SERVICES	0.00	375.00
1001	38613	11/09/21	BCT CONSULTING	5000	COMPUTER SERVICES	0.00	375.00
TOTAL	CHECK					0.00	1,500.00
1001	38614	11/09/21	THE BUSINESS JOURNAL	6030	COMPUTER SERVICES	0.00	54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	COMPUTER SERVICES	0.00	54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	6120	COMPUTER SERVICES	0.00	54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	5000	COMPUTER SERVICES	0.00	54.21
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	ORD NO 2021-04 ADPTD	0.00	150.00
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	PUB HEARING CC MTG	0.00	362.50
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	PUB HEARING PC MTG	0.00	512.50
1001	38614	11/09/21	THE BUSINESS JOURNAL	6030	COMPUTER SERVICES	0.00	-54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	COMPUTER SERVICES	0.00	-54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	6120	COMPUTER SERVICES	0.00	-54.20
1001	38614	11/09/21	THE BUSINESS JOURNAL	5000	COMPUTER SERVICES	0.00	-54.21
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	ORD NO 2021-04 ADPTD	0.00	-150.00
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	PUB HEARING CC MTG	0.00	-362.50
1001	38614	11/09/21	THE BUSINESS JOURNAL	6150	PUB HEARING PC MTG	0.00	-512.50
TOTAL	CHECK					0.00	0.00
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6020	AIR FRESHENER 2021	0.00	11.83
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6270	DOG FOOD	0.00	25.01
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6400	LIFEGUARD WHISTLE	0.00	36.81
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6010	EMP APPREC 2021	0.00	53.74
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6400	HAY HALLOWEEN 2021	0.00	96.64
1001	38615	11/09/21	CITY OF FOWLER TREASURER	6400	CANDY HALLOWEEN 2021	0.00	104.26
TOTAL	CHECK					0.00	328.29
1001	38616	11/09/21	COMCAST	6120	COUNTY INTERNET	0.00	724.19
1001	38617	11/09/21	COOKS COMMUNICATIONS	6120	REPAIR	0.00	62.50
1001	38618	11/09/21	COUNTY OF FRESNO	6120	1ST QTR BOOKING	0.00	1,575.36
1001	38619	11/09/21	DENHAM RESOURCES	5000	TEMP TO COVER B MOLIN	0.00	14.85
1001	38619	11/09/21	DENHAM RESOURCES	6020	TEMP TO COVER B MOLIN	0.00	133.65
TOTAL	CHECK					0.00	148.50
1001	38620	11/09/21	FIREWORKS & STAGE FX AME	6400	1/2 DEPOSIT 07/04/22	0.00	9,000.00
1001	38621	11/09/21	FOWLER FLORAL SHOP, THE	6025	BENEFIT DAY BALLOONS	0.00	21.80
1001	38622	11/09/21	FRESNO ECONOMIC OPPORTUN	6700	JUNE MEALS	0.00	281.17
1001	38622	11/09/21	FRESNO ECONOMIC OPPORTUN	6700	SEPT MEALS	0.00	1,918.76
1001	38622	11/09/21	FRESNO ECONOMIC OPPORTUN	6700	AUGUST MEALS	0.00	1,918.76
1001	38622	11/09/21	FRESNO ECONOMIC OPPORTUN	6700	JULY MEALS	0.00	1,958.32
TOTAL	CHECK					0.00	6,077.01
1001	38623	11/09/21	YVONNE HERNANDEZ	6400	REIMB SNR ORNAMENTS	0.00	29.55
1001	38623	11/09/21	YVONNE HERNANDEZ	6400	REIMB TOTE REC	0.00	58.53
TOTAL	CHECK					0.00	88.08

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38624	11/09/21	MARIN CONSULTING ASSOCIA	6120	TRAINING	0.00	250.00
1001	38625	11/09/21	MID VALLEY PACKAGING & S	6200	JAN SUP KLEENEX	0.00	234.78
1001	38626	11/09/21	MOTTOMOBILE	6120	FOWLER PD APP SERVICE	0.00	2,450.00
1001	38627	11/09/21	QUILL	6700	SUPPLIES	0.00	3.48
1001	38627	11/09/21	QUILL	6150	ACCESSORY HOLDER	0.00	9.29
1001	38627	11/09/21	QUILL	6200	HIGHLIGHTERS	0.00	18.08
1001	38627	11/09/21	QUILL	6150	MESH BIN	0.00	18.84
1001	38627	11/09/21	QUILL	6150	TRAY	0.00	21.99
1001	38627	11/09/21	QUILL	6700	COLOR CARD STOCK	0.00	26.80
1001	38627	11/09/21	QUILL	6150	STAPLER	0.00	27.98
1001	38627	11/09/21	QUILL	6150	TELEPHONE STAND	0.00	35.99
1001	38627	11/09/21	QUILL	6150	SUPPLIES	0.00	71.44
1001	38627	11/09/21	QUILL	6200	FOLDERS	0.00	79.54
1001	38627	11/09/21	QUILL	6025	DRAWER ORGANIZER	0.00	82.95
1001	38627	11/09/21	QUILL	6150	WATER RACK	0.00	91.53
1001	38627	11/09/21	QUILL	6080	SUPPLIES	0.00	117.88
1001	38627	11/09/21	QUILL	6030	RECYCLE CANS	0.00	210.31
1001	38627	11/09/21	QUILL	6150	SUPPLIES	0.00	270.06
1001	38627	11/09/21	QUILL	6150	SUPPLIES	0.00	270.23
1001	38627	11/09/21	QUILL	6025	SUPPLIES	0.00	1,306.39
TOTAL CHECK							
1001	38628	11/09/21	SOTO, JOSE L.	500	REPLACE CHK 38478	0.00	100.00
1001	38629	11/09/21	UNIFIRST CORPORATION	6700	JANITORIAL	0.00	40.30
1001	38630	11/09/21	YANG, FONG	6120	PER DIEM	0.00	16.00
1001	38631	11/17/21	BORCHARDT, CORONA & FAET	6030	06/30/19 AUDIT	0.00	4,130.40
1001	38631	11/17/21	BORCHARDT, CORONA & FAET	5000	06/30/19 AUDIT	0.00	4,130.40
TOTAL CHECK							8,260.80
1001	38632	11/17/21	DON BERRY CONSTRUCTION	5000	INSTALL WTR SERVICES	0.00	11,541.95
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	CREDIT	0.00	-2.18
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	3.26
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	4.13
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	4.54
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	5.87
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	8.71
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	9.57
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	11.75
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	13.37
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	14.16
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	17.73
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	18.51
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	21.70
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	23.52
1001	38634	11/17/21	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	25.93

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	26.13
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	28.08
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	35.94
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	40.28
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	43.00
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	51.19
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	52.83
1001	38634	11/17/21	14245	FOWLER ACE HARDWARE	6200	SUPPLIES	0.00	458.02
TOTAL CHECK								
1001	38635	11/17/21	14246	FOWLER ACE HARDWARE	6020	SUPPLIES	0.00	42.91
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	3.04
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	3.04
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	6.08
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	6.53
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	8.81
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	9.35
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	10.89
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	10.89
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	15.25
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	15.78
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	28.31
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	30.81
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	32.68
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	37.26
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	42.49
1001	38636	11/17/21	14247	FOWLER ACE HARDWARE	5000	SUPPLIES	0.00	261.21
TOTAL CHECK								
1001	38637	11/17/21	14249	FOWLER ACE HARDWARE	6260	SUPPLIES	0.00	1.73
1001	38637	11/17/21	14249	FOWLER ACE HARDWARE	6260	SUPPLIES	0.00	13.25
1001	38637	11/17/21	14249	FOWLER ACE HARDWARE	6260	SUPPLIES	0.00	23.96
1001	38637	11/17/21	14249	FOWLER ACE HARDWARE	6260	SUPPLIES	0.00	37.23
1001	38637	11/17/21	14249	FOWLER ACE HARDWARE	6260	SUPPLIES	0.00	78.17
TOTAL CHECK								
1001	38638	11/17/21	14252	FOWLER ACE HARDWARE	6700	SUPPLIES	0.00	6.06
1001	38638	11/17/21	14252	FOWLER ACE HARDWARE	6700	SUPPLIES	0.00	80.16
TOTAL CHECK								
1001	38639	11/17/21	11862	YVONNE HERNANDEZ	6400	CHILDRENS SHOPPING DY	0.00	1,000.00
1001	38640	11/17/21	14531	JOHNSON, KEITH	500	UB REFUND	0.00	118.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	21.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	63.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	168.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	220.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	252.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	315.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	336.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	609.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	924.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	924.00

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	1,113.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	1,344.80
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	2,537.32
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	3,045.00
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	5,623.93
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	9,399.85
1001	38641	11/17/21	10194	LOZANO SMITH	6060	LEGAL SERVICES	0.00	26,895.90
TOTAL CHECK								
1001	38642	11/17/21	14484	MARIO ALMARAZ	6700	SNR THINKSGVNG MUSIC	0.00	150.00
1001	38643	11/17/21	10203	MID VALLEY PACKAGING & S	6020	COPY PAPER	0.00	149.01
1001	38643	11/17/21	10203	MID VALLEY PACKAGING & S	6200	JANITORIAL SUPPLIES	0.00	365.73
TOTAL CHECK								514.74
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	GOLDN ST AND MANNING	0.00	5.28
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	5000	PALM/MAGNOLIA	0.00	9.53
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	6200	TEMPERANCE	0.00	9.55
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	MERCED/10TH	0.00	34.52
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	GOLDN ST AND ADAMS	0.00	75.46
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	MERCED AND 3RD	0.00	164.54
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	MERCED AND 8TH	0.00	194.21
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	5000	S 5TH STREET	0.00	215.32
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	5000	WELL SITE 7	0.00	410.10
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	5000	PLANNING OFFICE	0.00	502.92
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	6150	MERCED AND 1ST	0.00	575.06
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	2250	FIRE STATION	0.00	2,549.48
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	6130	FIRE STATION	0.00	4,141.41
1001	38644	11/17/21	10237	P G & E - SACRAMENTO	5000	WELL SITE 8	0.00	8,887.38
TOTAL CHECK								7,846.00
1001	38645	11/17/21	14433	PRICE PAIGE & COMPANY	6030	JUNE 2020/2021 PREP	0.00	64.00
1001	38646	11/17/21	14534	PRO PATIO BY WEBER CONST	100	REFUND	0.00	550.00
1001	38647	11/17/21	13655	PROVOST & PRITCHARD	6150	TPM 21-01 MARSHALL II	0.00	30.70
1001	38648	11/17/21	14479	RG POWER	6260	TAPE/GLASSES	0.00	91.92
1001	38648	11/17/21	14479	RG POWER	6260	SPARKPLUG WORK	0.00	209.35
1001	38648	11/17/21	14479	RG POWER	6200	REPLACEMENT BELT	0.00	379.21
1001	38648	11/17/21	14479	RG POWER	6200	14" CHAINSAW	0.00	711.18
TOTAL CHECK								81.57
1001	38649	11/17/21	14530	RJ HILL C/O ADANALIAN PR	500	UB REFUND	0.00	117.03
1001	38650	11/17/21	11195	ROBERT V JENSEN INC	6130	FUEL FIRE	0.00	129.74
1001	38650	11/17/21	11195	ROBERT V JENSEN INC	6260	FUEL PARKS	0.00	213.41
1001	38650	11/17/21	11195	ROBERT V JENSEN INC	6200	FUEL STREETS	0.00	827.25
1001	38650	11/17/21	11195	ROBERT V JENSEN INC	5000	FUEL WATER	0.00	1,287.43
TOTAL CHECK								330.00
1001	38651	11/17/21	13851	RUCKSTELL CALIFORNIA SAL	6200	LIFT TRUCK REPAIRS	0.00	100.00
1001	38652	11/17/21	14532	SANCHEZ, SILVIA	500	UB REFUND	0.00	

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FUND - 100 - GENERAL FUND

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1001	38653	11/17/21	14533	STEPHANIE MEJIA	6400	REIMB MEJIA TRAIN DEP	0.00	141.52
1001	38654	11/17/21	10763	SUNBELT RENTALS	6400	LIGHT RNTL FRMRS MRKT	0.00	204.22
1001	38655	11/17/21	10303	SWANSON-FAHRNEY FORD	6120	WHEEL COVER RPLCMNT	0.00	74.87
1001	38656	11/17/21	13543	UNIFIRST CORPORATION	6700	JANITORIAL	0.00	39.34
1001	38657	11/17/21	10333	UNITED PARCEL SERVICE -	6200	BACK FLOW DEVICE	0.00	37.56
1001	38658	11/17/21	13521	UNITY IT	6120	TECHNOLOGY REPAIR	0.00	248.24
1001	38659	11/17/21	10725	VERIZON WIRELESS	6160	SERVICES	0.00	20.67
1001	38659	11/17/21	10725	VERIZON WIRELESS	6150	SERVICES	0.00	20.68
1001	38659	11/17/21	10725	VERIZON WIRELESS	6030	SERVICES	0.00	41.35
1001	38659	11/17/21	10725	VERIZON WIRELESS	6020	SERVICES	0.00	41.35
1001	38659	11/17/21	10725	VERIZON WIRELESS	6160	SERVICES	0.00	50.63
1001	38659	11/17/21	10725	VERIZON WIRELESS	5000	CELL PHONES	0.00	342.08
TOTAL CHECK							0.00	516.76
1001	38661	11/23/21	10007	ALERT-O-LITE, INC	6200	SIGNS/RAIN JACKET	0.00	65.94
1001	38662	11/23/21	10024	BSK ASSOCIATES	5000	COLI TEST	0.00	21.00
1001	38662	11/23/21	10024	BSK ASSOCIATES	5000	COLI TEST	0.00	126.00
1001	38662	11/23/21	10024	BSK ASSOCIATES	5000	LEAD/COPPER TEST	0.00	240.00
TOTAL CHECK							0.00	387.00
1001	38663	11/23/21	11970	CENTRAL VALLEY TOXICOLOG	6120	TOXICOLOGY	0.00	38.00
1001	38663	11/23/21	11970	CENTRAL VALLEY TOXICOLOG	6120	TOXICOLOGY	0.00	38.00
TOTAL CHECK							0.00	76.00
1001	38664	11/23/21	12300	COOKS COMMUNICATIONS	6120	LIGHT BAR REPAIR	0.00	125.00
1001	38665	11/23/21	10124	COUNTY OF FRESNO	6120	RMS/JMS	0.00	77.06
1001	38665	11/23/21	10124	COUNTY OF FRESNO	6120	DISPATCHING SERVICES	0.00	8,525.95
TOTAL CHECK							0.00	8,603.01
1001	38666	11/23/21	14528	DENHAM RESOURCES	5000	TEMP TO COVER B MOLIN	0.00	45.90
1001	38666	11/23/21	14528	DENHAM RESOURCES	6020	TEMP TO COVER B MOLIN	0.00	413.10
TOTAL CHECK							0.00	459.00
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING JULY21	0.00	276.65
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING JULY21	0.00	287.29
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING AUG21	0.00	418.81
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING SEPT21	0.00	419.30
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING AUG21	0.00	434.92
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING SEPT21	0.00	435.42
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING JULY21	0.00	500.10
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING JULY21	0.00	757.09
1001	38667	11/23/21	14238	INFOSEND, INC	5000	WATER BILLING AUG21	0.00	757.96
TOTAL CHECK							0.00	4,287.54

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	DESCRIPTION	SALES TAX	AMOUNT
1001	38668	11/23/21	14536	KUUBIX GLOBAL	100	PERMIT REFUND	0.00	500.00
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	6.06
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	17.33
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	5000	SUPPLIES	0.00	21.68
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	32.43
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	32.52
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	59.65
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6020	SUPPLIES	0.00	75.92
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	5000	SUPPLIES	0.00	104.10
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	141.01
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	148.03
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	174.61
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	234.22
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	328.60
1001	38669	11/23/21	10215	NELSON HARDWARE & GIFTS	6260	SUPPLIES	0.00	1,376.16
TOTAL CHECK								
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	WALTER/FRESNO	0.00	11.52
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	T5834 PHASE 2	0.00	36.83
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	T5212 SUMNER RANCH	0.00	77.36
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	T5088 FOWLER RANCH	0.00	119.84
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	T5198 SOUTH AVE	0.00	124.94
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6700	LIGHTS	0.00	420.26
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6260	LIGHTS	0.00	581.30
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6260	LIGHTS	0.00	2,068.57
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	6200	WATER WELL SITE	0.00	14,432.87
1001	38670	11/23/21	10237	P G & E - SACRAMENTO	5000	WATER WELL SITE	0.00	17,873.49
TOTAL CHECK								
1001	38671	11/23/21	10251	R & R AUTO REPAIR SHOP	6120	OIL CHANGE HDLIGHT RPR	0.00	166.80
1001	38672	11/23/21	11179	R G EQUIPMENT	6260	CHAIN SAW	0.00	429.99
1001	38673	11/23/21	14479	RG POWER	6260	SUPPLIES	0.00	55.55
1001	38674	11/23/21	14072	ROBINA WRIGHT ARCHITECT	6160	PC BP20-0235	0.00	475.00
1001	38675	11/23/21	10953	SAFETY NETWORK	6200	SIGNS	0.00	139.94
1001	38676	11/23/21	10274	SAN JOAQUIN VAL AIR POLL	5000	ANNUAL PERMIT	0.00	290.00
1001	38677	11/23/21	10085	STATE OF CA DEPARTMENT O	6120	FINGERPRINT	0.00	51.00
1001	38677	11/23/21	10085	STATE OF CA DEPARTMENT O	6120	BLOOD ANALYSIS	0.00	105.00
TOTAL CHECK								
1001	38678	11/23/21	14535	THOMAS GAFFERY	6160	OFFICE SUPPLIES	0.00	21.63
1001	38678	11/23/21	14535	THOMAS GAFFERY	6160	OFFICE SUPPLIES	0.00	25.72
1001	38678	11/23/21	14535	THOMAS GAFFERY	6150	BOOK	0.00	30.28
1001	38678	11/23/21	14535	THOMAS GAFFERY	6150	DOCUMENT FRAMING	0.00	536.25
1001	38678	11/23/21	14535	THOMAS GAFFERY	6150	DOCUMENT FRAMING	0.00	613.88
TOTAL CHECK								
1001	38679	11/23/21	13543	UNIFIRST CORPORATION	6020	ADMIN	0.00	47.04

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CITY OF FOWLER
 CHECK REGISTER - DISBURSEMENT FUND

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 ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	-----DESCRIPTION-----	SALES TAX	AMOUNT
1001	38693	12/01/21	11022	JP COOKE CO	6270	DOG TAGS	0.00	74.80
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	8500	EMPLOYEE BENEFITS	0.00	72.00
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6160	EMPLOYEE BENEFITS	0.00	351.24
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6400	EMPLOYEE BENEFITS	0.00	719.99
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6700	EMPLOYEE BENEFITS	0.00	719.99
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6030	EMPLOYEE BENEFITS	0.00	973.11
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6150	EMPLOYEE BENEFITS	0.00	1,640.73
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	100	EMPLOYEE BENEFITS	0.00	2,217.49
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6020	EMPLOYEE BENEFITS	0.00	2,367.27
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	5000	EMPLOYEE BENEFITS	0.00	4,941.77
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6200	EMPLOYEE BENEFITS	0.00	6,045.92
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6120	EMPLOYEE BENEFITS	0.00	11,404.62
1001	38694	12/01/21	13496	KEENAN & ASSOCIATES	6120	EMPLOYEE BENEFITS	0.00	31,454.13
TOTAL CHECK								
1001	38695	12/01/21	14537	LINDE GAS & EQUIPMENT	6130	MEIDCAL AIR BOTTLE	0.00	125.67
1001	38696	12/01/21	14484	MARIO ALMARAZ	6700	SR LUNCHEON XMAS	0.00	150.00
1001	38697	12/01/21	14428	NAVTA BENEFIT SOLUTIONS	6020	COBRA NOV 21	0.00	36.45
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	RETURN	0.00	-846.04
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	26.02
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	41.21
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6020	SUPPLIES	0.00	54.23
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	328.59
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	846.04
1001	38698	12/01/21	10215	NELSON HARDWARE & GIFTS	6200	SUPPLIES	0.00	450.05
TOTAL CHECK								
1001	38699	12/01/21	10251	R & R AUTO REPAIR SHOP	6120	UNIT 70 REPAIR	0.00	47.51
1001	38700	12/01/21	10518	SIGNMAX!	6200	NO U TURN SIGN	0.00	96.85
1001	38700	12/01/21	10518	SIGNMAX!	6200	CROSS WALK SIGNS	0.00	2,273.96
TOTAL CHECK								
1001	38701	12/01/21	14208	SONIA SANTANA	6400	TREE LIGHTING ARTIST	0.00	200.00
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	8500	EMPLOYEE BENEFITS	0.00	10.61
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	8500	EMPLOYEE BENEFITS	0.00	10.61
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6400	EMPLOYEE BENEFITS	0.00	33.18
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6700	EMPLOYEE BENEFITS	0.00	33.18
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6400	EMPLOYEE BENEFITS	0.00	33.18
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6700	EMPLOYEE BENEFITS	0.00	33.18
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6150	EMPLOYEE BENEFITS	0.00	86.25
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6150	EMPLOYEE BENEFITS	0.00	86.25
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6150	EMPLOYEE BENEFITS	0.00	112.78
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6030	EMPLOYEE BENEFITS	0.00	112.78
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6030	EMPLOYEE BENEFITS	0.00	119.43
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6160	EMPLOYEE BENEFITS	0.00	119.43
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6020	EMPLOYEE BENEFITS	0.00	150.61
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6020	EMPLOYEE BENEFITS	0.00	150.61

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CITY OF FOWLER
 CHECK REGISTER - DISBURSEMENT FUND

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 ACCOUNTING PERIOD: 6/22

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	-----DESCRIPTION-----	SALES TAX	AMOUNT
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	5000	EMPLOYEE BENEFITS	0.00	190.43
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	5000	EMPLOYEE BENEFITS	0.00	190.43
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6200	EMPLOYEE BENEFITS	0.00	368.28
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6120	EMPLOYEE BENEFITS	0.00	786.33
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	6120	EMPLOYEE BENEFITS	0.00	786.33
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	100	EMPLOYEE BENEFITS	0.00	1,330.17
1001	38703	12/01/21	13647	SUN LIFE FINANCIAL	100	EMPLOYEE BENEFITS	0.00	1,330.17
	TOTAL CHECK						0.00	6,442.50
1001	38704	12/01/21	10763	SUNBELT RENTALS	6400	TWR RENTAL 10/28/21	0.00	205.20
1001	38705	12/01/21	13543	UNIFIRST CORPORATION	6700	JANITORIAL NOV21	0.00	39.34
1001	38705	12/01/21	13543	UNIFIRST CORPORATION	6700	JANITORIAL	0.00	39.34
	TOTAL CHECK						0.00	78.68
1001	38706	12/01/21	10725	VERIZON WIRELESS	6030	CELL PHONE10/20-11/19	0.00	41.35
1001	38706	12/01/21	10725	VERIZON WIRELESS	6150	CELL PHONE10/20-11/19	0.00	41.35
1001	38706	12/01/21	10725	VERIZON WIRELESS	6020	CELL PHONE10/20-11/19	0.00	41.35
1001	38706	12/01/21	10725	VERIZON WIRELESS	6160	CELL PHONE10/20-11/19	0.00	187.95
1001	38706	12/01/21	10725	VERIZON WIRELESS	6120	CELL PHONE	0.00	523.82
	TOTAL CHECK						0.00	835.82
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 8500	(C 8500	EMPLOYEE BENEFITS	0.00	2.96
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 8500	(C 8500	EMPLOYEE BENEFITS	0.00	6.90
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6400	(C 6400	EMPLOYEE BENEFITS	0.00	9.85
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6400	(C 6400	EMPLOYEE BENEFITS	0.00	9.85
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6700	(C 6700	EMPLOYEE BENEFITS	0.00	9.85
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6150	(C 6150	EMPLOYEE BENEFITS	0.00	12.80
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6150	(C 6150	EMPLOYEE BENEFITS	0.00	12.80
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6160	(C 6160	EMPLOYEE BENEFITS	0.00	14.77
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6160	(C 6160	EMPLOYEE BENEFITS	0.00	14.77
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6030	(C 6030	EMPLOYEE BENEFITS	0.00	16.73
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6030	(C 6030	EMPLOYEE BENEFITS	0.00	16.73
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6020	(C 6020	EMPLOYEE BENEFITS	0.00	34.45
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6020	(C 6020	EMPLOYEE BENEFITS	0.00	34.45
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 5000	(C 5000	EMPLOYEE BENEFITS	0.00	43.31
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 5000	(C 5000	EMPLOYEE BENEFITS	0.00	43.31
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6200	(C 6200	EMPLOYEE BENEFITS	0.00	43.31
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6200	(C 6200	EMPLOYEE BENEFITS	0.00	43.31
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6120	(C 6120	EMPLOYEE BENEFITS	0.00	76.79
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6120	(C 6120	EMPLOYEE BENEFITS	0.00	76.79
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 5000	(C 5000	EMPLOYEE BENEFITS	0.00	94.51
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 5000	(C 5000	EMPLOYEE BENEFITS	0.00	94.51
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6200	(C 6200	EMPLOYEE BENEFITS	0.00	127.99
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6200	(C 6200	EMPLOYEE BENEFITS	0.00	127.99
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6120	(C 6120	EMPLOYEE BENEFITS	0.00	216.60
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 6120	(C 6120	EMPLOYEE BENEFITS	0.00	216.60
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 100	(C 100	EMPLOYEE BENEFITS	0.00	301.09
1001	38708	12/01/21	11335	VISION SERVICE PLAN - (C 100	(C 100	EMPLOYEE BENEFITS	0.00	301.09
	TOTAL CHECK						0.00	1,704.86
1001	38709	12/01/21	14290	XEROX FINANCIAL SERVICES	6150	COPY LEASE 1025-1124	0.00	82.21
1001	38709	12/01/21	14290	XEROX FINANCIAL SERVICES	6160	COPY LEASE 1025-1124	0.00	82.21
1001	38709	12/01/21	14290	XEROX FINANCIAL SERVICES	6700	COPY LEASE 1025-1124	0.00	164.41
1001	38709	12/01/21	14290	XEROX FINANCIAL SERVICES	6020	COPY LEASE 1025-1124	0.00	383.63
1001	38709	12/01/21	14290	XEROX FINANCIAL SERVICES	6120	COPY LEASE 1025-1124	0.00	383.63

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CITY OF FOWLER
CHECK REGISTER - DISBURSEMENT FUND

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FUND - 100 - GENERAL FUND				DEPT	DESCRIPTION	SALES TAX	AMOUNT
CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME			
TOTAL CHECK						0.00	1,096.09
TOTAL CASH ACCOUNT						0.00	507,908.86
TOTAL FUND						0.00	507,908.86

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CITY OF FOWLER
 CHECK REGISTER - DISBURSEMENT FUND

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
 ACCOUNTING PERIOD: 6/22

FUND - 503 - TCP FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	DEPT	-----DESCRIPTION-----	SALES TAX	AMOUNT
1001	38610	11/03/21	13655	PROVOST & PRITCHARD	5030	TCP WELL 7 DESIGN	0.00	118.00
1001	38610	11/03/21	13655	PROVOST & PRITCHARD	5030	TCP WELL 7 DESIGN	0.00	1,074.90
1001	38610	11/03/21	13655	PROVOST & PRITCHARD	5030	TCP WELL 7 DESIGN	0.00	5,172.10
TOTAL CHECK							0.00	6,365.00
TOTAL CASH ACCOUNT							0.00	6,365.00
TOTAL FUND							0.00	6,365.00

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CITY OF FOWLER
CHECK REGISTER - DISBURSEMENT FUND

SELECTION CRITERIA: transact.check_no between '38573' and '38711'
ACCOUNTING PERIOD: 6/22

FUND - 790 - FIRE STATION PROJECT

CASH ACCT	CHECK NO	ISSUE DT	VENDOR NAME	DEPT	-----DESCRIPTION-----	SALES TAX	AMOUNT	
1001	38710	12/01/21	14519 AMAZON CAPITAL SERVICES	7900	EVAPORATIVE COOLER	0.00	1,318.56	
1001	38711	12/01/21	10184 L N CURTIS & SONS	7900	CABINET EXTRCTR WASHR	0.00	15,503.42	
TOTAL CASH ACCOUNT							0.00	16,821.98
TOTAL FUND							0.00	16,821.98
TOTAL REPORT							0.00	531,095.84

ITEM 6 - B

**MINUTES OF THE FOWLER CITY COUNCIL MEETING
Tuesday November 2, 2021**

Mayor Cardenas called the meeting to order at 7:00 p. m.

Councilmembers Present: Cardenas, Rodriquez, Kazarian (via phone), Mejia, Parra

City Staff Present: City Manager Quan, City Attorney Cross, Police Chief Alcaraz, Public Works Director Dominguez, Community Development Director Gaffery, Assistant Fire Chief Hernandez, Recreation Coordinator Hernandez, Fire Chief Lopez, City Planner Marple, Finance Director Moreno, City Engineer Peters, Deputy City Clerk Vasquez

5. PUBLIC COMMENT

Fowler residents Larry Hudspeth, Ralph Garcia, Melissa Squeo, Henry Flores and Patric Jones addressed the Council

6. CONSENT CALENDAR

Councilmember Parra made a motion to approve the consent calendar, seconded by Mayor Pro-Tem Rodriquez. The motion carried by roll call vote: Ayes: Parra, Rodriquez, Cardenas, Kazarian, Mejia.

7. GENERAL ADMINISTRATION

7-A. PLANNING

- i. ADOPT Resolution No. 2526 approving Final Map and Subdivision Agreement for Tract 5952, authorize the City Manager to execute the agreement on behalf of the City, and direct the City Engineer to transmit the map and agreement to Fresno County for recording.**

City Engineer Peters reported K. Hovnanian Homes is proposing to develop Tract 5952 in two phases, the first of which would be Final Map Tract 5952, which includes 73 residential lots. He stated the applicant has complied with the conditions of approval of the tentative tract map, submitted the public improvement plans and the final map to the City, both of which have been reviewed and approved by the City Engineer. City Engineer Peters stated a subdivision agreement has been prepared and executed by the developer. He reported they have posted bonds to guarantee the construction of improvements and paid development fees in accordance with City fee resolutions. City Engineer Peters recommended Council adopt Resolution No. 2526.

Councilmember Kazarian asked for clarification on the number of exits. City Engineer reported there are a total of three exits.

Mayor Pro-Tem Rodriguez made a motion to ADOPT Resolution No. 2526 approving Final Map and Subdivision Agreement for Tract 5952, authorize the City Manager to execute the agreement on behalf of the City, and direct the City Engineer to transmit the map and agreement to Fresno County for recording, seconded by Councilmember Parra. The motion carried by roll call vote: Ayes: Rodriguez, Parra, Cardenas, Kazarian, Mejia.

ii. Public Hearing to CONSIDER Introduction of a Zoning Ordinance Amendment No. 21-02 amending Sections 9-5.202 and 9-5.21.05 of the Fowler Zoning Ordinance to clarify accessory building development standards.

City Planner Marple provided an overview of Ordinance No. 2021-06. She stated the ordinance clarifies what an attached accessory structure is versus a detached accessory structure. City Planner Marple explained the proposed text amendment would limit detached accessory buildings in their height, look, and size, with limited exceptions subject to Administrative approval. She stated the proposed text also modifies the definition of an attached accessory structure and requires such a structure to be located less than 6 feet from the main building and be compatible with and made structurally a part of the main building. City Planner Marple reported compatible roof materials, texture, finish, and colors to the main building are also required, as well as compliance with lot coverage, height and setbacks. She stated the Planning Commission recommends approval of the Zoning Ordinance Amendment as well.

Councilmember Parra inquired if storage sheds will be required to match the main building. City Planner Marple stated if the accessory building is under 120 square feet a building permit is not required. Councilmember Mejia requested clarification of measuring from the rear property line. City Planner Marple stated staff is working on the Comprehensive Zoning Code Update where definitions of yards and setbacks will be identified. Councilmember Kazarian asked for clarification on plate height. City Planner Marple stated the building plate height cannot exceed twelve feet and the overall building cannot exceed sixteen feet. City Manager Quan suggested adding an asterisk in the Ordinance defining rear yard setback and how it is measured.

There were no public comments.

Councilmember Mejia made a motion to CONSIDER Introduction of a Zoning Ordinance Amendment No. 21-02 amending Sections 9-5.202

and 9-5.21.05 of the Fowler Zoning Ordinance to clarify accessory building development standards adding the definition of rear property line, seconded by Mayor Pro-Tem Rodriquez. The motion carried by roll call vote: Mejia, Rodriquez, Cardenas, Kazarian, Parra.

- iii. **Public Hearing to CONSIDER Introduction of Text Amendment No. 21-03 to Add Chapter 5 of Title 7 of the Fowler Municipal Code to establish procedures for naming public facilities.**

City Planner Marple reported the City currently does not have a policy for how new public facilities are named. She stated staff have reviewed other jurisdictional naming policies to establish criteria, guidelines, and procedures. City Planner Marple stated the proposed naming policy recommendations are intended to apply to various facilities and exceptions to the naming policy must have City Council's approval. She noted the proposed text amendment would align with Goal 2-5 of the General Plan. City Planner Marple reported the Planning Commission considered the proposed Ordinance at a regular meeting on October 7, 2021 and recommended approval.

Councilmember Kazarian inquired if historic connection of an individual can be included in 7.5.03 General Procedures section A. City Planner Marple stated the additional text can be added and will be clarified in the final version of the Ordinance.

Fowler resident Patric Jones addressed the Council.

Mayor Pro-Tem Rodriquez made a motion to CONSIDER Introduction of Text Amendment No. 21-03 to Add Chapter 5 of Title 7 of the Fowler Municipal Code to establish procedures for naming public facilities, amending General Procedures Section A(1) Naming facilities after individuals shall be limited to those who have made exceptional contributions or who have a historic connection to the facility or community within which the facility is located, seconded by Councilmember Parra. The motion carried by roll call vote: Rodriquez, Parra, Cardenas, Kazarian, Mejia.

7-B. PUBLIC WORKS

- i. **Public Hearing to CONSIDER Introduction of a City Council Ordinance No. 2021-05 adding Article 5 to the existing Chapter 2, Title 6, of the Fowler Municipal Code for Organic Waste Collection and Disposal.**

Public Works Director Dominguez reported the proposed Ordinance will bring the Code into compliance with new organic waste collection and

edible food recovery requirements of Senate Bill (SB) 1383 and implementing regulations. He stated SB 1383 is the most significant waste reduction mandate the State of California has adopted in the last thirty years. Public Works Director Dominguez also stated the law requires the State to reduce organic waste by 75% by 2025 and increase edible food recovery by 20%. He noted that failure by the City to enact and undertake all applicable SB 1383 responsibilities will result in the City being deemed non-compliant by Cal Recycle and may be subject to fines of up to \$10,000 per day. Public Works Director Dominguez explained the requirements are anticipated to carry a fiscal impact for the City's solid waste services customers. He stated to mitigate these impacts the City will work towards a proposed ordinance that will include a waiver for qualifying customers. He also stated by adopting this ordinance now, City Council will afford City and Waste Management staff time to conduct additional outreach to affected entities and move the City toward compliance with SB 1383 before the City must take State mandated enforcement steps.

Mayor Pro-Tem Rodriquez inquired if the mandate only applied to commercial businesses. Waste Management representative Liz Gomez stated the mandate applies both to residential and commercial accounts, she noted the City will be the authority on granting de minimis waivers which is less than twenty gallons per week. Mayor Pro-Tem inquired what the increased fee would be. Ms. Gomez stated an exact dollar amount is not known yet, but it would be less than \$9. Councilmember Mejia inquired what the enforcement process entailed. Ms. Gomez stated the State can enforce the mandate on the jurisdiction and the jurisdiction can enforce the mandate on the customer. She noted Waste Management monitors the bins through their vehicle technology. Councilmember Parra inquired if business customers would receive a separate bin. Ms. Gomez stated if business customers don't currently have a green waste bin, one will be delivered. Councilmember Kazarian thanked representatives Liz Gomez and Michael Rivera for their assistance in navigating the process.

There was no public comment.

Mayor Pro-Tem Rodriquez made a motion to CONSIDER Introduction of a City Council Ordinance No. 2021-05 adding Article 5 to the existing Chapter 2, Title 6, of the Fowler Municipal Code for Organic Waste Collection and Disposal, seconded by Councilmember Kazarian. The motion carried by roll call vote: Rodriquez, Kazarian, Cardenas, Mejia, Parra.

- ii. **Consider Awarding the contract for Water Meter Procurement to Ferguson Waterworks and authorize staff to enter into an agreement with Ferguson Waterworks in the amount of \$442,819.91.**

Public Works Director Dominguez reported the City received one responsive bid for the Water Meter Procurement on October 12, 2021. He stated the purchase is associated with the City-Wide Water Meter Replacement Project to replace 1,050 water meters within the City with new remote read meters. He reported the contract is for the purchase of 1,050 water meters and a data collection device. Public Works Director Dominguez reported Ferguson Waterworks submitted a bid in the amount of \$442,819.91. He stated this project will be financed by the American Rescue Plan Act (ARPA) funds which were allocated towards the project at the August 17, 2021 Council meeting.

Mayor Pro-Tem Rodriguez inquired if only one bid was received. City Engineer Peters stated one bid was received due to the specifying of a specific meter compatible with the City's water system.

Councilmember Parra made a motion to AWARD the contract for Water Meter Procurement to Ferguson Waterworks and authorize staff to enter into an agreement with Ferguson Waterworks in the amount of \$442,819.91, seconded by Councilmember Mejia. The motion carried by roll call vote: Ayes: Parra, Mejia, Cardenas, Kazarian, Rodriguez.

iii. Actions pertaining to Water Meter Installation Component of the City-Wide Water Meter Replacement Project.

Public Works Director Dominguez reported the City received three responsive bids for the water meter installation work associated with the City-Wide Water Meter Replacement Project ("Project"). He stated the Project proposes to replace 1,050 water meters within the City with new remote read meters and the bids received ranged from \$165,548 to \$315,450. Public Works Director reported R.L. Friend Construction, Inc. (R.L. Friend) submitted the low bid in the amount of \$165,548.00. He stated Finance Director Moreno has confirmed that there are sufficient ARPA funds to cover the \$165,548.00 amount for the Project. City Engineer Peters stated staff crafted the bid schedule to include items that may arise and there is some contingency built into the bid.

Mayor Pro-Tem expressed concerns that the City of Fowler has not worked with R.L. Friend in the past. City Engineer Peters stated they are bonded and licensed. He also stated R.L. Friend has done similar work with other jurisdictions and Mr. Peters received positive feedback from those jurisdictions.

1. Consider APPROVAL of Budget Amendment Resolution No. 2524 to appropriate \$165,548.00 in ARPA Funds for the water

meter installation component of the City-Wide Water Meter Replacement Project for FY 2021-22.

Councilmember Parra made a motion to APPROVE Budget Amendment Resolution No. 2524 to appropriate \$165,548.00 plus a contingency of 10%, in ARPA Funds for the water meter installation component of the City-Wide Water Meter Replacement Project for FY 2021-22, seconded by Councilmember Mejia. The motion carried by roll call vote: Parra, Mejia, Kazarian, Rodriquez. Mayor Cardenas stepped away.

- 2. Consider Awarding the contract for the water meter installation component of the City-Wide Water Meter Replacement Project to R.L. Friend Construction, Inc. and authorize the City Manager or her designee to enter into an agreement with R.L. Friend Construction, Inc. in the amount of \$165,548.00.**

Councilmember Parra made a motion to AWARD the contract for the water meter installation component of the City-Wide Water Meter Replacement Project to R.L. Friend Construction, Inc. and authorize the City Manager or her designee to enter into an agreement with R.L. Friend Construction, Inc. in the amount of \$165,548.00 plus a contingency of 10%, seconded by Councilmember Mejia. The motion carried by roll call vote: Ayes: Parra, Mejia, Cardenas, Kazarian, Rodriquez.

7-C. CITY MANAGER'S OFFICE

i. COVID-19 Update

City Manager Quan reported that the Fresno County Department of Public Health's data shows Fowler's vaccination rate is 67.5%. She thanked Councilmember Parra for connecting staff with the City of Huron and City of Orange Cove for the EDA grant funded community center tours. City Manager Quan also thanked Council for their involvement with the Employee Appreciation Dinner. She reminded Council the Fire Station Open House is Tuesday, December 14th at 3:00 p.m.

8. STAFF COMMUNICATIONS – (CITY MANAGER)

8-A. CITY CLERK DEPARTMENT

Deputy City Clerk Vasquez updated Council on the Chamber's audio/visual upgrade.

8-B. PUBLIC WORKS DEPARTMENT

Public Works Director Dominguez updated Council on the new water rate per the water rate study. He stated the new water rate will be reflected on this month's water bill.

8-C. POLICE DEPARTMENT

Police Chief Alcaraz announced the Request for Qualifications process has concluded for the design and engineering of Police Headquarters. He reminded Council Coffee with Cops is Wednesday, November 3, 2021 at 5:30 p.m. at Donny Wright Park. Chief Alcaraz stated the Veterans Day Run will begin at 8:00 a.m. on November 11, 2021.

8-D. PLANNING DEPARTMENT

City Planner Marple reported the Caltrans Sustainable Communities Competitive grant application was submitted. She reported notification of the award will be in June 2022. City Planner Marple announced staff launched the Environmental Impact Report for the General Plan update and issued a Notice of Preparation. She stated a Scoping Meeting will be held Thursday, November 18, 2021 at 5:30 p.m. in Council chambers.

8-E. COMMUNITY DEVELOPMENT DEPARTMENT

Community Development Director reported staff met with the Selma-Kingsburg-Fowler County Sanitation District to discuss improving processes. He reported staff has been communicating with the California Department of Housing and Community Development regarding the mobile home park's residents' complaints. Community Development Director Gaffery also updated Council on Station 48 Taproom, building permit application processing and the Building Official position.

9. COUNCILMEMBER REPORTS AND COMMENTS

Mayor Cardenas thanked the Recreation Commission, Public Works Department, Police Department, and Recreation Coordinator Hernandez for a successful Farmers Market season and Trunk or Treat event. He gave an update on the Measure C renewal. Mayor Cardenas stated Gary Serrato extended a lunch invitation to all Councilmembers with Congressional candidate Nicole Parra next week.

Mayor Pro-Tem Rodriquez echoed Mayor Cardenas' comments.

Councilmember Mejia echoed Mayor Cardenas' comments and added it was great to see staff attend. He reminded everyone of the Christmas on Merced Street event on Saturday, December 4th.

Councilmember Kazarian echoed Mayor Cardenas' comments.

Councilmember Parra thanked staff and Mayor Cardenas for their hard work on organizing the Employee Appreciation Dinner. He also echoed Mayor Cardenas' comments regarding the Trunk

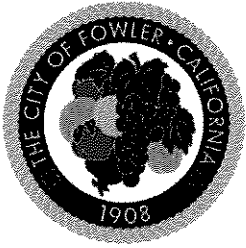
or Treat event. Councilmember Parra voiced concerns about Measure C monies being distributed only in the City of Fresno and not throughout the County.

10. CLOSED SESSION

No reportable action was taken on the item.

11. ADJOURNMENT

Having no further business, Councilmember Kazarian made a motion to adjourn the meeting, seconded by Councilmember Mejia. The meeting adjourned at 8:59 p.m.



FOWLER CITY COUNCIL

ITEM NO: 6-C

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Scott Cross, City Attorney

SUBJECT

Consider Approval of Resolution No. 2527, A Resolution of the City Council of the City of Fowler Authorizing Continued Use of Remote Teleconferencing for City Council Meetings and Commission Meetings During Declared State of Emergency in Accordance with Government Code Section 54953 as amended by AB 361

RECOMMENDATION

Approve Resolution No. 2527 if the City Council makes the findings required by Government Code Section 54953(e)(3) to continue to allow City Council members to attend City Council meetings via remote teleconferencing without following typical Brown Act requirements for teleconference participation by City Council members at City Council meetings. The Resolution also authorizes the City's other commissions to continue meeting remotely for as long as the City Council authorizes.

BACKGROUND

The City Council approved Resolution No. 2522 on October 19, 2021, authorizing remote teleconferencing for City Council and City commission meetings in accordance with Government Code Section 54953 as amended by AB 361 during the COVID-19 declared emergency. To continue with the "relaxed" remote teleconferencing for City Council and other commission meetings Government Code Section 54953 requires the City Council to make findings every 30 days that (1) it has reconsidered the circumstances of the state of emergency, and either (a) the state of emergency continues to directly impact the ability of the members to meet safely in person, or (b) state or local officials continue to impose or recommend measures to promote social distancing.

Fowler City Council meetings are currently conducted in a manner that allows the public and Council members to attend in person or via teleconference in compliance with all applicable legal requirements. Approving this resolution would not change the way members of the public are allowed to participate in meetings (both in-person and teleconference attendance is allowed) and would also allow City Council members to continue to attend meetings via teleconference, if desired, without complying with the typical Brown Act requirements for teleconferencing attendance at City Council meetings.

The proclaimed COVID-19 emergency is still in effect and there may be occasions when the proclaimed emergency directly impacts the ability of members of the public or Council members to meet safely in person. Also, some state and local officials continue to recommend measures to promote social distancing. As a result, the necessary findings can be made, if desired, to continue with remote teleconferencing for City Council and other commission meetings. These findings must be made every 30 days to continue with the relaxed Brown Act teleconference requirements.

FISCAL IMPACT

No fiscal impact is anticipated whether this Resolution is approved or not.

Attachments:

- Resolution No. 2527

RESOLUTION NO. 2527

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOWLER
AUTHORIZING CONTINUED USE OF REMOTE TELECONFERENCING FOR CITY
COUNCIL MEETINGS AND COMMISSION MEETINGS DURING DECLARED
STATE OF EMERGENCY IN ACCORDANCE WITH GOVERNMENT CODE
SECTION 54953 AS AMENDED BY AB 361**

WHEREAS, on March 4, 2020, the Governor of California declared a state of emergency in the State as a result of the COVID-19 pandemic; and

WHEREAS, pursuant to Resolution 2461, approved by the Fowler City Council on March 17, 2020, the City Council declared a local emergency as a result of the threatened spread of COVID-19 in the City, surrounding areas, and the state; and

WHEREAS, on March 17, 2020, with the issuance of Executive Order N-29-20, the Governor suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other remote means; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which placed an end date of September 30, 2021, for agencies to meet remotely; and

WHEREAS, AB 361 was enacted on September 16, 2021, enacting certain changes to the Brown Act for teleconferencing and remote participation at public meetings as set forth in Government Code Section 54953; and

WHEREAS, the state of emergency proclaimed by the Governor on March 4, 2020, has not been rescinded and remains in effect; and

WHEREAS, the City Council has determined that teleconferencing from remote locations by the public and City Council members has not limited participation of members of the public, Council members, or other attendees at City Council or other City commission meetings; and

WHEREAS, on October 19, 2021, the City Council approved Resolution No. 2522 authorizing remote teleconferencing for City Council and City commission meetings in accordance with Government Code Section 54953 as amended by AB 361; and

WHEREAS, Government Code Section 54953, as amended by AB 361, requires the City Council to make certain findings every 30 days after approving Resolution No. 2522 in order to continue with remote teleconferencing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FOWLER RESOLVES AS FOLLOWS:

1. The City Council has reconsidered the circumstances of the COVID-19 state of emergency and finds that the following circumstances exist:

Angela Vazquez, Deputy City Clerk

ATTEST:

David Cardenas, Mayor

APPROVED:

ABSTAIN:

ABSENT:

NOES:

AYES:

following vote:

The foregoing resolution of the City Council of the City of Fowler was duly and regularly introduced and approved at a regular meeting of the City Council on December 7, 2021, by the

2. This Resolution shall be effective immediately and a similar resolution shall be a standing item on City Council meeting agendas each month to reconsider the circumstances of the COVID-19 state of emergency and determine whether the state of emergency continues to directly impact the ability of members of the public, City Council members, and members of other City commissions to meet safely in person, or whether state or local officials continue to impose or recommend measures to promote social distancing, until the necessary findings required for continuing remote teleconferencing are no longer approved by the City Council.

B. State or local officials continue to recommend measures to promote social distancing.

A. The state of emergency continues to directly impact the ability of members of the public, City Council members, and members of other City commissions to meet safely in person; and



FOWLER CITY COUNCIL

ITEM NO: 6-D

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dawn E. Marple, City Planner

SUBJECT

Consider Adoption of a Zoning Ordinance Amendment No. 21-02 amending Sections 9-5.202 and 9-5.21.05 of the Fowler Zoning Ordinance to clarify accessory building development standards.

RECOMMENDATION

Both Staff and the Planning Commission recommend the City Council approve an Ordinance amending Sections 9-5.202 – Definitions, and 9-5.21.05 – Accessory Buildings, of the Fowler Zoning Ordinance to clarify accessory building development standards.

BACKGROUND

The City of Fowler Zoning Ordinance treats accessory buildings like main buildings when they are connected by an adjoining wall or connecting roof. In these instances, accessory buildings can be developed, without discretionary review, in accordance with the height and bulk standards typically applicable to the main building. For example, a detached accessory building is currently limited to ten (10) feet, or one (1) story. However, if such an accessory building is connected to the main building by a breezeway or a connected wall, this height limit is increased to match the height of the main building, which may be up to 35 feet in Residential Zone Districts.

The proposed text amendment would limit detached accessory buildings in their height, look, and size, with limited exceptions allowed subject to Administrative Approval. The proposed text also modifies the definition of an “attached” accessory structure and requires such a structure to be located less than 6’ from the main building and be compatible with and made structurally a part of the main building. Additional requirements for compatible roof materials, texture, finish, and colors to the main building are also required, as well as compliance with lot coverage, height and setbacks.

A summary of the proposed changes are as follows:

	Existing Standard	Proposed Standard
Maximum Height	Attached: 35 feet Detached: 10 feet, or one (1) story	Attached: Up to height of main residence Detached: Up to 16 feet
Maximum Roof Plate (interior edge) Height	No standard	Maximum 12 feet*
Maximum floor area	No standard	Attached: None Detached: 600 square feet*
Materials, texture, finish, color	No standard	Must be compatible with main structure
Roof material, pitch	No standard	Must have same pitch, material
Rear Yard Setback	No Change	
Other Setbacks	No Change	
*Standards may be exceeded by Administrative Approval		

The proposed text amendment would align with the following General Plan policies of Goal 2-5, New development is to reflect high levels of community design and image:

- Policy 1: Ensure that all development is attractive and of high quality design to enhance the image of the city.
- Policy 3: Encourage innovative site planning and housing design for new residential development.

ENVIRONMENTAL FINDINGS

The proposed zoning text amendment has been determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15311 (Accessory Structures). None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.

Attachments:

- A. City Council Ordinance No. 2021-06

ORDINANCE NO. 2021- 06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FOWLER AMENDING SECTION 202, OF ARTICLE 2, AND SECTION 05, OF ARTICLE 21, OF CHAPTER 5, OF TITLE 9 OF THE FOWLER MUNICIPAL CODE, TO CLARIFY ACCESSORY BUILDING DEVELOPMENT STANDARDS

THE CITY COUNCIL OF THE CITY OF FOWLER DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 202, of Chapter 5, of Title 9 of the Fowler Municipal Code is hereby amended as follows:

The definition of "Accessory Building" is amended to read as follows:

"Accessory Building or Structure". A building or structure that is subordinate to, and the use of which is incidental to, that of the main building or use on the same lot. ~~if an accessory building is attached to the main building by a common wall or connecting roof, such accessory building shall be deemed to be a part of the main building.~~ Structures that are customarily related to a residence include, but are not limited to, garages, greenhouses, gazebos, outdoor fireplaces, patios, playground structures, storage sheds, and workshops. These structures are not counted as or containing a living area.

The definition "Building plate height" is added to read as follows:

Building plate height. The vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building to the plate line of the exterior walls which is the horizontal plane where the exterior walls meet the roof rafters or trusses.

SECTION 2. Section 05, of Article 21, of Chapter 5, of Title 9 of the Fowler Municipal Code is repealed and replaced in its entirety and is amended to read as follows:

9-5.21.05 - Accessory Structures

- A. Accessory structures in Residential Zones shall be incidental to and not alter the residential character of the subject site.
- B. A building permit shall be required for any accessory structure over one-hundred twenty (120) square feet in area.
- C. Accessory structures roof lines or eaves shall not extend into adjacent property.
- D. Attached Structures. Accessory structures constructed less than six (6) feet from the main structure shall:
 1. Be compatible with and made structurally a part of the main structure (e.g., share a common wall with the main structure, rely partially on the main structure for structural support, or be attached via a breezeway to the main structure).
 2. Comply with the requirements applicable to the main structure, including coverage, height, and setbacks.
 3. The roof shall be the same material and pitch as the main structure.
 4. Be compatible with the materials, texture, finish and colors of the main structure.

E. Detached Structures. Accessory structures constructed six (6) feet or more from the main structure shall:

1. Not exceed the allowable site coverage for the zone district.
2. Not exceed a building plate height of twelve (12) feet and an overall building height of sixteen (16) feet.
3. Not exceed a maximum of six-hundred (600) square feet.
4. The roof shall be the same material and pitch as the main structure.
5. Be compatible with the materials, texture, finish and colors of the main structure.
6. Not be located any closer to the rear property line than as shown below:

<u>R-1-12</u>	<u>12 feet</u>
<u>R-1-10</u>	<u>10 feet</u>
<u>R-1-8.5</u>	<u>8.5 feet</u>
<u>R-1-7</u>	<u>7 feet</u>
<u>R-1-6</u>	<u>6 feet</u>
<u>R-1-5</u>	<u>5 feet</u>
<u>RM districts</u>	<u>5 feet</u>

F. Outdoor fireplaces, playground structures, and structures determined to be similar by the Director shall:

1. Not be located any closer than four (4) feet from the side property line if located within the rear one-third of a lot.
2. Not be located any closer than four (4) feet from the rear property line.
3. Outdoor fireplaces shall not exceed a total height of six (6) feet.
4. Playground structures shall not exceed a total height of twelve (12) feet.
5. Such structures shall occupy no more than twenty (20) percent of the length of the required rear yard, measured between side lot lines.

G. Exceptions:

1. Subject to an Administrative Approval (Section 9-5.24) accessory buildings or structures may:
 - i. Be allowed to exceed a building plate height of twelve (12) feet, but not exceed the overall building height of the main structure.
 - ii. Be allowed to exceed six-hundred (600) square feet.

SECTION 3. The City Council has determined that the Project is exempt from the California Environmental Quality Act under CEQA Guidelines Section 15311 (Accessory Structures).

SECTION 4. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 5. The City Clerk is further directed to cause this ordinance or a summary of this ordinance to be published once in a newspaper of general circulation published and circulated within the City of Fowler, within fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the City Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

The foregoing ordinance was introduced at a regular meeting of the City Council held on _____, 2021, and was adopted at a regular meeting of said Council held on _____, 2021, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

David Cardenas, Mayor

ATTEST:

Angela Vasquez, Deputy City Clerk



FOWLER CITY COUNCIL

ITEM NO: 6-E

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dawn E. Marple, City Planner

SUBJECT

Consider Adoption of Text Amendment No. 21-03 to Add Chapter 5 of Title 7 of the Fowler Municipal Code to establish procedures for naming public facilities.

RECOMMENDATION

Both Staff and the Planning Commission recommend the City Council adopt an ordinance to add Chapter 5 to Title 7 of the Fowler Municipal Code for the purposes of establishing a procedure for the naming of public facilities.

BACKGROUND

The City of Fowler recognizes that public facilities are an essential and integral part of the community and that the names of such facilities, including the amenities within them, play a significant role in fostering identities in the surrounding communities. Such facilities include parks and other recreational facilities, streets, pump and lift stations, and police and fire stations. As these new facilities are developed, they are given temporary names for purposes of administration and accounting in accordance with the traditional protocol of staff assigning an initial name based on geographic features such as: streets, prominent geographic features, or iterations (e.g. Fire Station #2). Often, as new subdivisions are developed, green space or parks are approved as part of a condition of approval. However, as parks are improved, operated, and maintained, in some cases through financial contributions and support provided by private individuals and organizations, City Staff receive and evaluate proposals for the formal naming or renaming of new or existing parks and other facilities under City jurisdiction. Furthermore, naming opportunities may be requisite to generating financial support through private and public collaborations which can enhance and expand existing services.

The City does not currently have a policy for how new public facilities will be named. City staff have reviewed other jurisdictional naming policies to establish the criteria, guidelines, and procedures for the evaluation and approval or denial of proposals received from private and public entities for the naming of public facilities. The proposed naming policy recommendations are intended to apply to various facilities as determined appropriate by City staff, including but not limited to:

- Parks and park amenities (Sports courts, play areas, etc.)
- Recreational facilities (Buildings, sports fields, pools, etc.)
- Other Park Assets (Trails, bikeways, landmarks and gateways)
- Streets
- Police and Fire Stations

Exceptions to the naming policy must have City Council's approval. The proposed text amendment would align with the following General Plan policies of Goal 2-5, New development is to reflect high levels of community design and image:

- Policy 1: Ensure that all development is attractive and of high quality design to enhance the image of the city.

The proposed ordinance was presented to the Planning Commission for input, as certain facilities, such as parks, are proposed and reviewed by the Planning Commission. The Planning Commission considered the proposed ordinance at a regular meeting on October 7, 2021 and recommended approval of the proposed ordinance.

ENVIRONMENTAL FINDINGS

Text Amendment No. 21-03 has been examined pursuant to the California Environmental Quality Act (CEQA) and it has been determined to not be a "project" as defined by Public Resource Code section 21065 and CEQA Guidelines Section 15378. Adoption of the proposed ordinance will not cause a direct or indirect change in the environment.

Attachments:

- A. City Council Ordinance No. 2021-07

ORDINANCE 2021-07

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FOWLER TO ADD
CHAPTER 5 OF TITLE 7 TO THE FOWLER MUNICIPAL CODE TO ESTABLISH
PROCEDURES FOR NAMING PUBLIC FACILITIES

THE CITY COUNCIL OF THE CITY OF FOWLER DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 5 of Title 7 of the Fowler Municipal Code is hereby added to read as follows:

Chapter 5

NAMING OF PUBLIC FACILITIES

Sections:

7-5.01 Authority and Purpose

This chapter establishes the standards for naming and renaming of public facilities. The Community Development Director has the authority to implement this chapter and to adopt administrative policies for its implementation.

7.5.02 Definitions

Department. The City department currently having primary responsibility for facility naming.

Director. The Community Development Director, or designee.

Expenses. All staff and consultant costs incurred by the City in reviewing an application, including: studying a proposal, preparing reports for the City Council, and implementing a decision to rename a facility.

Facility. Any building, street, park, or equipment owned by the City.

Minor Change. A request to change the suffix of a street, the name of a private street, or correction of a street name to meet commonly accepted spelling.

7.5.03 General Procedures

- (a) General Standards for Special Names.
 - (1) Naming facilities after individuals shall be limited to those whose contribution or connection to the facility or community within which the facility is located are exceptional.

- (2) Naming facilities after a major historic event must be based on a direct connection between the facility and the event.
 - (3) The naming shall engender a positive public image which does not unduly commercialize the facility.
- (b) New Facilities.
- (1) The naming of facilities proposed to be dedicated to the City shall be determined by staff in accordance with this Chapter.
 - (2) Decision. At a public meeting, the City Council will consider the proposed facility name. The City Council may approve the facility name, by resolution, if it finds that the proposed facility name is in the public interest.
- (c) Existing Facilities.
- (1) Application. A person or entity requesting a name change must file an application with the Community Development Department, on a form provided by the City. The request must state the reason for the proposed name; the street, park, or public facility proposed for consideration of a name change; the proposed new name(s); and include a map showing the location of the affected facility. A fee established by City Council resolution shall be paid by the applicant.
 - (2) The Director, or designee, will review the request and:
 - (i) Determine on a case-by-case basis the appropriate scope of public outreach, and public notice.
 - (ii) Seek written comments from, at a minimum, the City's Police Department, Fire Department, Finance Department, the County of Fresno, and United States Postal Service.
 - (iii) Prepare a staff report for the Planning Commission and the City Council providing an analysis of the request and including alternatives, if available.
 - (3) The request shall be heard by the Planning Commission. The Planning Commission shall provide a recommendation to the City Council. Upon the recommendation by the Planning Commission, staff shall schedule the request for the City Council's consideration at a public meeting.
 - (4) Decision. At a public meeting, the City Council will consider the proposed facility name. The City Council may approve the name change, by resolution, if it finds that the proposed name is in the public interest. Prior to commencement of renaming activities, the applicant shall enter into a cost recovery agreement with the City and pay a deposit to cover the renaming expenses.
- (d) Exceptions. Exceptions to the naming criteria established under this Chapter 5 shall require the approval of the City Council.

7.5.04 New Streets

- (a) General. For clarity, to accommodate City street sign size, to accommodate Emergency 911 databases and calls, and for safety for police and fire responses:
- (1) A street may have only one official street name.
 - (2) All streets on the same alignment shall bear the same name where practical.
 - (3) Suffix designations shall match the context of land use and street design (see subsection (b) below), and shall be spelled out in full on the final map.
 - (4) A new street may have a prefix compass designation (N, S, E, W) only if the streets cross the east-west axis (Golden State Boulevard) or the north-south axis (Merced Street).
 - (5) Symbols and numeric characters may not be used.
 - (6) Conjunctions may not be used as part of a street name. (Example: "Diamonds and Roses" or "Brick or Tile").
 - (7) Each name shall be of the commonly accepted spelling, according to a standard dictionary.
 - (8) Street segments:
 - (i) Where a through street makes a distinguishable change in direction and cannot be considered curvilinear, a separate name for each direction must be assigned.
 - (ii) Where there is more than one access point from different streets to a circular loop street, only one access point may be designated as circle. It is preferable to separately name each directional segment of a circular or loop road.
 - (iii) No street name may connect into any other street so as to create more than one intersection of the same named street.
 - (9) The following are not permitted:
 - (i) Names of similar pronunciation and/or spelling (Example: Foxglove Avenue and Foxclove Lane, or Briar Lane and Brier Drive).
 - (ii) Duplication of an existing street name or a very similar name, unless the new street is a continuation of the existing street. Street segments are considered continuous only where there is less than a 250 foot centerline alignment offset.
 - (iii) Variation of the same name with a different suffix (Example: Alder Avenue, Alder Lane, Alder Drive). An exception to this is a court located off of the same street (Example: Pine Avenue, Pine Court).
 - (iv) Names that sound similar to nearby communities, unless the extension of an existing street. (Example: Fresno, Selma, Kingsburg, Parlier)

- (b) Street suffix designations. Each new street shall have one of the following acceptable street suffix (or type) designations:

Suffix Designation	Description
Alley	A narrow street for serving rear of lots
Avenue	North—South direction street
Boulevard	North—South direction, an arterial street
Circle	Loop, looping, a circular Street
Court	Cul-de-sac
Drive	A meandering street
Lane	A meandering street
Loop	A circumferential way, a street that returns into itself
Parkway	An arterial street or an expressway
Place	A short connecting street
Plaza	A short street with plaza
Road	An arterial or collector street
Street	East - West direction street
Terrace	Private street in a condominium complex
Trail	A pedestrian or bikeway path
Way	A short connecting street

7-5.05 Existing Streets

- (a) Purpose. This section establishes a process for considering a request to rename a public or private street within the City limits from a member of the public. The City may, in its discretion, change the name of a street by City Council resolution following some public outreach, such as a public hearing or public notice in order to correct a misspelling or clerical oversights.
- (b) Standards. In addition to the standards set forth in Sections 7-5.03 and 7-5.04, the following factors will be considered:
- (1) The number of businesses and/or residents directly affected.
 - (2) The number of businesses and/or residents indirectly affected, including those whose address is on a street accessed or served by the street under consideration.
 - (3) Compatibility with existing street names.
 - (4) The costs of change to the City and the other affected properties.
 - (5) Whether an action to approve the renaming might establish a desirable or undesirable precedent.
 - (6) The effect of a rename request on the public's general connection with existing name.
 - (7) The alternative of renaming sections of the proposed street and how the length of the street sections may affect the continuity of the street.

7-5.06 Honorary Street Dedication

- (a) Purpose. It is hereby found and determined that the creation of an honorary street naming dedication program enables the City to commemorate individuals and events that have made significant contributions to the community and humanity without imposing substantial burdens associated with modification to the official street map of the City. These honorary street names do not replace the official street name or require re-addressing of the street.
- (b) Application and Approval Process. The procedures set forth in subdivision (c) of Section 7-5.03 of this Chapter shall be used for establishing an honorary name. The application submitted shall indicate that the request is to establish an honorary street name and identify the street or portion thereof that shall be so designated.
- (c) Signage. In order to provide for consistency in naming of streets and to promote safety of the community, all honorary street dedication signs must conform to the following criteria:
 - (1) Honorary street dedication signs must be mounted in a way that distinguishes them and does not distract from the primary street sign. These honorary signs may therefore be mounted:
 - (i) Above or below the primary street sign;
 - (ii) In a way that is otherwise clearly distinguishable from the primary street sign.
 - (2) Honorary street dedication signs shall have a distinct design and be in a contrasting color to distinguish them from primary street name signs, as approved by the City. This official design shall be used for all honorary street dedication signs. Honorary street dedication signs must include the word "Honorary."

7-5.07 Other Facilities

- (a) The default name for a Fire Station shall be number-based. For example, the second Fire Station in the City of Fowler shall be named "Fire Station No. 2".
- (b) The default name for a Police Station shall be based on its directional relationship to the police headquarters. For example, a Police Station east of City Hall would be named "East Police Station".
- (c) The default name for a Well, Pump or Lift Station shall be number-based.
- (d) The default name for an alley shall be based on block number and the two streets it is adjacent to. For example, the "200 block 5th / 6th Street Alley."

SECTION 2. The City Council has determined that California Environmental Quality Act ("CEQA") review is not required for this Ordinance as it has been determined to not be a "project" as defined by Public Resource Code section 21065 and CEQA Guidelines Section 15378 because adoption of this Ordinance will not cause a direct or indirect change in the environment.

SECTION 3. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 4. The City Clerk is further directed to cause this ordinance or a summary of this ordinance to be published once in a newspaper of general circulation published and circulated within the City of Fowler, within fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the City Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

The foregoing ordinance was introduced at a regular meeting of the City Council held on _____, 2021, and was adopted at a regular meeting of said Council held on _____, 2021, by the following vote, to wit:

AYES:

NOES:

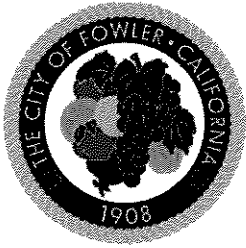
ABSENT:

ABSTAIN:

David Cardenas, Mayor

ATTEST:

Angela Vasquez, Deputy City Clerk



FOWLER CITY COUNCIL

ITEM NO: 6-F

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dario Dominguez, Public Works Director

SUBJECT

Consider Adoption of ordinance No. 2021-05 to add Article 5 to the existing Chapter 2, Title 6, of the Fowler Municipal Code for Organic Waste Collection and Disposal.

RECOMMENDATION

Staff recommends the City Council adopt an ordinance adding Article 5 to the existing Chapter 2, Title 6 of the Fowler Municipal Code (Code) for Organic Waste Collection and Disposal. The proposed ordinance will bring the Code into compliance with new organic waste collection and edible food recovery requirements of Senate Bill (SB) 1383 and implementing regulations.

BACKGROUND

Senate Bill 1383 (Lara, Chapter 395, Statutes of 2016) codifies the California Air Resources Board's Short-Lived Climate Pollutant Reduction Strategy, as it relates to reduction in the emissions of short-lived climate pollutants such as methane from solid wastes. SB 1383 final regulations were approved by the Office of Administrative Law on November 3, 2020.

SB 1383 is the most significant waste reduction mandate the State of California has adopted in the last 30 years. It requires the State to reduce organic waste by 75% by 2025, which equates to over 20 million tons annually. The law also requires the State to increase edible food recovery by 20%. Since the law establishes statewide targets, a prescriptive approach to compliance is being used. This is very different from AB 939 (Integrated Waste Management Act), which set jurisdictional waste diversion mandates and allowed local governments to develop their own programs for reaching compliance.

Mandatory Commercial Recycling (AB 341, Chesbro, Chapter 476, Statutes of 2011) and Mandatory Commercial Organics Recycling (AB 1826, Chesbro, Chapter 727, Statutes of 2014) are incorporated into SB 1383 regulations. Both these mandates (AB 341 and AB 1826) make local jurisdictions ultimately responsible for ensuring 100% compliance. SB 1383 further stipulates the implementation of residential organic waste recycling programs and makes local jurisdictions directly responsible for the following actions, starting on January 1, 2022:

- Providing organic waste collection to all mandated residents and businesses.
- Establishing an edible food recovery program.
- Conducting outreach and education to all affected parties.
- Performing capacity planning covering 15 years for organic waste diversion from landfills.
- Route monitoring
- Procuring recycled organic waste products (i.e., compost, mulch, and renewable natural gas) at levels to be prescribed by the State annually.
- Establishing (via ordinance and otherwise) all required enforcement protocols that include a schedule of fines for non-compliant entities.

Failure by the City to enact and undertake all applicable SB 1383 responsibilities will result in the City being deemed non-compliant by Cal Recycle. Jurisdictions that are in violation of SB 1383 may be subject to fines of up to \$10,000 per day. Senate Bill 619 recently clarified that 2022 and 2023 will be a “non-adversarial” period where the State will only provide guidance and technical assistance; non-compliant entities will be subject to State fines beginning on January 1, 2024.

Chapter 2, Title 6 of the Fowler Municipal Code addresses the collection, transportation, diversion, and disposal of solid waste and recyclable commodities. This Chapter of the Code was last revised in July 1987. In order to comply with the requirement set forth by SB 1383, staff is proposing adding Article 5, to the existing Chapter 2, Title 6 of the Fowler Municipal Code.

Addition of Article 5 of Chapter 2, Title 6

City staff reviewed the current Code and drafted a series of revisions to bring the Code into compliance with SB 1383. While the proposed revisions are broad, the most impactful elements of the ordinance will require all waste generators that exceed 2.0 cubic yards of solid waste (total trash, recyclables, and organics) per week to arrange for and participate in source-separated organics collection. At the present time, approximately 215 solid waste accounts meet this threshold citywide. This number includes 11 of the City’s multifamily residential complexes. Many of these solid waste accounts are already compliant with SB 1383 organics collection requirements due to a similar threshold required by AB 1826.

In addition, the revised ordinance will require major producers of edible food waste to enroll in an edible food waste recovery program. Tier 1 generators (including supermarkets, large grocery stores and those with a floor area larger than 10,000 sq. ft.) Some of the City’s markets have their own edible food waste backhauling programs already in place.

These requirements are anticipated to carry a fiscal impact for subscribers to the City’s solid waste services (currently provided through a franchise agreement with Waste Management). In order to help mitigate these impacts, the City will work towards a proposed ordinance that will include a structure to allow for a waiver based on requirements set by CalRecycle for qualifying customers. The City has already worked with Waste Management to create a waiver outlining requirements to identify eligibility and an application process for customers.

By adopting this ordinance now, City Council will afford City and Waste Management staff time to conduct additional outreach to affected entities and move the City toward compliance with SB 1383 before the City must take State mandated enforcement steps.

ENVIRONMENTAL REVIEW

The proposed ordinance is exempt from review under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15061 (b)(3), it can be seen with certainty that the organic waste program established by SB 1383 and provided for in the proposed ordinance will not have a significant effect on the environment. Further, enacting the ordinance constitutes an action by a regulatory agency for the protection of the environment, which is categorically exempt pursuant to CEQA Guidelines section 15308 (Class 8).

FISCAL IMPACT

This addition of Article 5 to Chapter 2, Title 6 of the Code will have a negligible fiscal impact on the City.

Attachments:

Ordinance No. 2021-05

ORDINANCE 2021-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FOWLER ADDING
ARTICLE 5 OF CHAPTER 2 OF TITLE 6 TO THE FOWLER MUNICIPAL CODE FOR
THE COLLECTION AND DISPOSAL OF ORGANIC WASTE

THE CITY COUNCIL OF THE CITY OF FOWLER DOES ORDAIN AS FOLLOWS:

SECTION 1. Article 5, of Chapter 2, of Title 6 of the Fowler Municipal Code is hereby added to read as follows:

Article 5

ORGANIC WASTE COLLECTION

6-2.500 - Findings and Intent.

A. SB 1383, the Short-lived Climate Pollutant Reduction Act of 2016, through regulations adopted by the California Department of Resources, Recycling and Recovery ("CalRecycle") imposes requirements on multiple entities, including public entities, residential households, commercial businesses and business owners, and others, to support achievement of statewide organic waste disposal reduction targets.

B. The final regulations implementing SB 1383 ("SB 1383 Regulations") were adopted by CalRecycle in November 2020.

C. SB 1383 Regulations require the City to adopt an enforceable ordinance or similarly enforceable mechanisms to implement relevant provisions of SB 1383 Regulations.

D. This Article is intended to comply with applicable requirements of the SB 1383 Regulations. The program established by this Article shall operate in conjunction with the other programs implemented by this Chapter.

6-2.501 - Definitions

The following definitions shall be utilized for purposes of implementation of this Article. In addition, the definitions set forth elsewhere in this Chapter shall be applied to this Article. Where a definition is included in the SB 1383 Regulations, that definition shall be utilized unless otherwise included in this Article, in which case the definition set forth herein shall prevail.

- a) "CalRecycle" means the California Department of Resources Recycling and Recovery, which is the Department designated with responsibility for developing, implementing, and enforcing SB 1383 Regulations.
- b) "Commercial Edible Food Generator" means a Business that generates Edible Food that would otherwise be disposed.
- c) "Commercial Organic Waste Generator" means a Business that serves food or beverages on its premises for immediate consumption, but does not generate Edible Food.
- d) "Edible Food" means food intended for human consumption.
- e) "Edible Food Recovery" means the recovery of food from Tier 1 or Tier 2 edible food generators, for recovery and reuse consistent with food safety requirement of the California Retail Food Code.
- f) "Food Recovery Organization" means an entity that engages in the collection or receipt of Edible Food from Commercial Edible Food Generators and distributes that Edible Food to the public for Food Recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to:
 - (1) A food bank as defined in Section 113783 of the Health and Safety Code;
 - (2) A nonprofit charitable organization as defined in Section 113841 of the Health and Safety code; and,
 - (3) A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.
- g) "Food Recovery Service" means a person or entity that collects and transports Edible Food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for Food Recovery, or as otherwise defined in 14 CCR Section 18982(a)(26). A Food Recovery Service is not a Commercial Edible Food Generator for the purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).
- h) "Food Waste" means compostable Organics, excluding Green Waste, that will readily decompose and/or putrefy, including, but not limited to: (i) all food (including fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese and eggshells); and (ii) tea bags and coffee grounds. Food Waste may include compostable paper and plastic if accepted by the processing facility.

- i) "Green Waste" means tree trimmings, grass cuttings, dead plants, leaves, branches, and similar materials generated through landscaping activities other than construction activities.
- j) "Inspection" means a site visit where City reviews records, containers, and a Businesses handling of Organic Waste or Edible Food, and related education and recordkeeping, to determine if it is complying with requirements set forth in this ordinance.
- k) "Large Event" means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event.
- l) "Large Venue" means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility, including, but not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater, or other public attraction facility. For purposes of this ordinance, a site under common ownership or control that includes more than one Large Venue that is contiguous with other Large Venues in the site, is a single Large Venue.
- m) "Organic Waste" means Food Waste, Green Waste, landscape and pruning waste, and nonhazardous wood waste.
- n) "Organic Waste Generator" means a person or entity that is responsible for the initial creation of Organic Waste.
- o) "Recovered Organic Waste Products" means products made from California, landfill-diverted recovered Organic Waste processed in a permitted or otherwise authorized facility
- p) "Residential" means properties utilized for full-time human habitation, including single-family properties and multi-family properties with four (4) or less dwelling units.
- q) "SB 1383" means Senate Bill 1383 of 2016 approved by the Governor on September 19, 2016, which added Sections 39730.5, 39730.6, 39730.7, and 39730.8 to the Health and Safety Code, and added Chapter 13.1 (commencing with Section 42652) to Part 3 of Division 30 of the Public Resources Code, establishing methane emissions reduction targets in a Statewide effort to reduce

emissions of short-lived climate pollutants as amended, supplemented, superseded, and replaced from time to time.

- r) "SB 1383 Regulations" means the Short-Lived Climate Pollutants: Organic Waste Reduction regulations developed by CalRecycle and adopted in 2020 that created 14 CCR, Division 7, Chapter 12 and amended portions of regulations of 14 CCR and 27 CCR.
- s) "Tier One Commercial Edible Food Generator" means a Commercial Edible Food Generator that is any of the following:
 - (1) Supermarket.
 - (2) Grocery Store with a total facility size equal to or greater than 10,000 square feet.
 - (3) Food Service Provider.
 - (4) Food Distributor.
 - (5) Wholesale Food Vendor.
- t) "Tier Two Commercial Edible Food Generator" means a Commercial Edible Food Generator that is any of the following:
 - (1) Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet.
 - (2) Hotel with an on-site Food Facility and 200 or more rooms.
 - (3) Health facility with an on-site Food Facility and 100 or more beds.
 - (4) Large Venue.
 - (5) Large Event.
 - (6) A State agency with a cafeteria with 250 or more seats or total cafeteria facility size equal to or greater than 5,000 square feet.
 - (7) A Local Education Agency facility with an on-site Food Facility.

6-2.502 - Authorization

The City Manager, or designee, is hereby authorized to make any determinations, or undertake or arrange for any programs or activities required to implement this Article and relevant provisions of SB 1383 Regulations and in so doing may utilize City personnel.

6-2.503 - Non-Delegable Responsibilities

The City Manager, or designee, shall have sole responsibility for and may undertake the following determinations, programs or activities:

- a) Determining the compliance approach to be used by the City, either the collection service (standard) approach or the performance-based approach, as those are described in the SB 1383 Regulations.
- b) Granting of waivers from SB 1383 requirements to an Organic Waste Generator.

- c) Applying for waivers from SB 1383 requirements granted by CalRecycle.
- d) Applying for waivers from SB 1383 requirements granted by CalRecycle in the event of emergencies or disasters.
- e) Regulating Collection Service Operators, Contract Agents, and Self-Haulers for their compliance with relevant SB 1383 Regulations.
- f) Initiating and prosecuting enforcement actions against Organic Waste Generators for violation of this ordinance, including the determination and assessment of penalties.
- g) Undertaking Organic Waste capacity planning, and Edible Food Recovery capacity planning.
- h) Maintaining and submitting records and reports required by the SB 1383 Regulations.

6-2.504 - Delegable Responsibilities

The City Manager, or designee, may undertake programs or activities implementing relevant provisions of SB 1383 Regulations, and in so doing may utilize a Collection Service Operator or Contract Agent to implement this Article, including, but not limited to, the following:

- a) Providing for collection of Organic Waste utilizing a container collection system, in conjunction with other City programs for collection of solid waste and recyclable materials, and delivery of collected Organic Waste to an appropriate facility for recovery in accordance with SB 1383 Regulations.
- b) Minimizing container contamination through public education and periodic monitoring of container contents.
- c) Review, analysis, recommendation and tracking related to waiver requests from SB 1383 requirements submitted by Organic Waste Generators.
- d) Providing for container colors and labels in accordance with SB 1383 Regulations.
- e) Providing for operations in the event of emergencies or disasters.
- f) Identifying Commercial Organic Waste Generators and Commercial Edible Food Generators and providing education and outreach regarding SB 1383 Regulations.
- g) Arranging for recovery of Edible Food from Tier One Commercial Edible Food Generators and Tier Two Commercial Edible Food Generators through, among other means, a Food Recovery Organization or Food Recovery Service.

- h) Recovery of Organic Waste generated at Large Events or Large Venues.
- i) Providing information to assist with Organic Waste capacity planning, and Edible Food Recovery capacity planning.
- j) Procuring recovered Organic Waste products.
- k) Providing periodic inspections of Organic Waste Generators and investigation of complaints, and creation and maintenance of records regarding such activities.
- l) Providing information and other data for purposes of tracking, recordkeeping and reporting in accordance with SB 1383 Regulations.

6-2.505 - Generator Requirements

Owners of Residential or Commercial properties, and other persons utilizing such properties, that are Organic Waste Generators must subscribe and pay for collection service for Organic Waste, unless waived by the City, or the Organic Waste Generator self-hauls such materials. Owners of such properties are responsible for any failure to subscribe and pay for such service, or to undertake other allowable methods of diversion.

6-2.506 - Self-Hauling

- a) Nothing in this Article shall preclude any Organic Waste Generator from self-hauling Organic Waste generated by that Organic Waste Generator to a specified composting facility, community composting program, or other collection activity or program. An Organic Waste Generator may transport Organic Waste, rather than hiring the Contract Agent or a Collection Service Operator, only if the Organic Waste Generator completes its activity by using a vehicle owned by that Organic Waste Generator and operated by the Organic Waste Generator or an employee or volunteer of the Organic Waste Generator. This self-haul exemption does not include contracting for or hiring a third party to transport the Organic Waste. A self-hauler must retain on site a self-hauling form certifying that all self-hauling activities will be completed in accordance with this Article or any other applicable law or regulation. The self-hauling form shall be made available to the City upon request. At a minimum, the self-hauler shall provide the following information on the self-hauling form:
 - (1) The name, address and telephone number of the self-hauler's representative that will be signing the self-hauling form.
 - (2) A list of the types of Organic Waste (e.g. Food Waste or Green Waste) that are being transported.

- (3) For each type of Organic Waste, the amount (pounds/tons) that is being delivered to the specified composting facility, community composting program, or other collection activity or program on a quarterly basis. Documentation of Organic Waste disposal shall be provided in receipts obtained from the receiving facility or program.
 - (4) The name and address of the composting facility, community composting program, or other collection activity or program.
 - (5) A written statement, signed by the self-hauler or representative, certifying that the self-hauler is in compliance with the requirements of this Section 6-2.506.
- b) The City Manager may restrict or prohibit self-hauling by an Organic Waste Generator if the City Manager determines, after providing notice and an opportunity for a hearing, that the Organic Waste Generator's self-hauling activities violate the provisions of this Article or any other applicable law or regulation.

6-2.507 - Commercial Business and Commercial Organic Waste Generator Requirements

- (a) Commercial Organic Waste Generators shall provide containers for the collection of Organic Waste in all areas where containers for solid waste are provided for customers, except in restrooms.
- (b) Commercial Organic Waste Generators shall annually provide information to employees, contractors, tenants, and customers about Organic Waste recovery requirements and about proper sorting of Organic Waste, and for new tenants within fourteen (14) days of occupation of premises.
- (c) Businesses shall provide or arrange for access to their properties at reasonable times for inspections, provided, however, that nothing is intended to permit an inspector to enter the interior of a private residential property.

6-2.508 - Commercial Edible Food Generator Requirements

- (a) Tier One Commercial Edible Food Generators shall comply with the requirements of this section commencing January 1, 2022. Tier two Commercial Edible Food Generators shall comply with the requirements of this section commencing January 1, 2024.
- (b) Commercial Edible Food Generators shall arrange to recover the maximum amount of edible food that would otherwise be disposed. A Commercial Edible Food Generator shall comply with the requirements of this section through a contract or written agreement with any or all of the following:

- (1) Food Recovery Organizations or Food Recovery Services that will collect their edible food for food recovery.
- (2) Food Recovery Organizations that will accept the edible food that the Commercial Edible Food Generator self-hauls to the Food Recovery Organization for food recovery.
- (c) A Large Venue or Large Event operator that does not provide food services, but allows for food to be provided, shall require food facilities operating at the Large Venue or Large Event to comply with the requirements of this section.
- (d) A Commercial Edible Food Generator subject to the requirements in this section shall keep a record that includes the following:
 - (1) A list of each Food Recovery Organization or Food Recovery Service that collects or receives its edible food pursuant to a contract or written agreement.
 - (2) A copy of contracts or written agreements between the Commercial Edible Food Generator and a Food Recovery Organization or Food Recovery Service.
 - (3) A record of the following for each Food Recovery Organization or Food Recovery Service that the Commercial Edible Food Generator has a contract or written agreement with):
 - (A) The name, address and contact information of the service or organization.
 - (B) The types of food that will be collected by or self-hauled to the service or organization.
 - (C) The established frequency that food will be collected or self-hauled.
 - (D) The quantity of food collected or self-hauled to a service or organization for food recovery. The quantity shall be measured in pounds recovered per month.

6-2.509 - Enforcement

Enforcement of this Article shall be pursuant to Article 4 of this Chapter.

SECTION 2.

The proposed ordinance is exempt from review under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15061 (b)(3), it can be seen with certainty that the organic waste program established by SB 1383 and provided for in

the proposed ordinance will not have a significant effect on the environment. Further, enacting the ordinance constitutes an action by a regulatory agency for the protection of the environment, which is categorically exempt pursuant to the Class 8 (CEQA Guidelines section 15308).

SECTION 3. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 4. The City Clerk is further directed to cause this ordinance or a summary of this ordinance to be published once in a newspaper of general circulation published and circulated within the City of Fowler, within fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the City Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

The foregoing ordinance was introduced at a regular meeting of the City Council held on _____, 2021, and was adopted at a regular meeting of said Council held on _____, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Cardenas, Mayor

ATTEST:

Angela Vasquez, Deputy City Clerk



FOWLER CITY COUNCIL

ITEM NO: 6-G

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: David Peters, City Engineer

SUBJECT

Actions pertaining to the Storm Drain Utility Agreement (Tract 6274) Approval and Acceptance of Storm Drain Easement for conveyance of storm water from Tract 6274 to North 10th Street City Storm Drain Basin.

1. Approve a Storm Drain Utility Easement Agreement (Kandarian) to convey storm water from Tract 6274 to the North 10th Avenue City Storm Drain Basin.
2. Accept Storm Drain Easements across APN 343-060-18 and APN 343-020-31 in the City of Fowler, Fresno County.

RECOMMENDATION

Staff recommends granting authority to the City Manager to sign the Storm Drain Utility Agreement. This agreement has been reviewed by the City Attorney and signed by all parties, including subordinations, except for the City. Staff also recommends that the City Council accept the grants of easement for conveyance of storm water.

BACKGROUND

Tract 6274 is located at the northwest corner of Sumner and Sunnyside in the City of Fowler. The existing subdivision to the east currently directs their storm water east across SR 99 to the City Storm Drain Basin on North 10th Avenue. The storm drainage for Tract 6274 also drains to this basin, using the existing pipeline installed across SR 99.

A new storm drain pipeline is necessary to convey the project drainage to the existing pipeline. This proposed pipeline is within current City right of way until it reaches the existing north end of Sunnyside. In order to connect to the existing pipeline, a storm drain utility easement would be required to allow the pipeline to be constructed across private property. This affects two parcels north of Sunnyside. They are APN 343-060-18 and APN 343-020-31, both owned by the Kandarian family.

The Kandarian family and the developer of Tract 6274 (Woodside Homes) requested that the City enter into an Easement Agreement with the Kandarians for maintenance of the storm drain facilities within the easement. An agreement was prepared and reviewed by the City Attorney and approved by the Kandarian family. This agreement has been signed by all parties that have an interest in the two affected parcels.

FISCAL IMPACT

There is no cost to the City to accept the easement. Future costs would be maintenance of the easement area and maintenance of the pipeline which is standard for public facilities.

Attachments:

- Storm Drain Utility Agreement
Grant of Easement for APN 343-060-18
Grant of Easement for APN 343-020-31

EASEMENT AGREEMENT

This Easement Agreement (“Agreement”) is made and entered into effective on _____, 2021, by and between Kandarian Sons, LLC, a California Limited Liability Company, Eugene A. Kandarian, as Trustee of the Eugene A. Kandarian Trust (hereinafter “Grantor”), and the City of Fowler, a California municipal corporation (hereinafter “City”) on the other hand.

This Agreement is made with reference to the following facts:

A. Grantor is the owner of that certain real property located on Sunnyside Avenue, APN 343-060-18 and APN 343-020-31, in the City of Fowler, Fresno County, California (the “Property”).

B. City owns, operates, and maintains storm drain facilities for urban drainage purposes throughout City.

C. City has required a residential subdivision identified as Tract 6274 to convey storm water collected from the subdivision into City’s storm drain facilities and storm drain basin, and it is necessary for a storm drain pipeline and related facilities to be constructed through the Property to convey the storm water collected to a storm drain basin for retention (“Project”).

D. The storm drain pipeline and manholes will traverse the Property within the proposed easement area, and Grantor is willing to grant such an easement to City upon the terms and conditions set forth in this Agreement.

E. Grantor and City have agreed to the Grantor’s dedication of the easement by means of this Agreement and the recording of an easement deed duly executed by Grantor in recordable form in favor of City (“Easement Deed”) and delivered to City concurrently with Grantor’s signature on this Agreement.

NOW, THEREFORE, for good and valuable consideration, Grantor and Grantee hereby agree as follows:

1. Grant of Easement. Grantor hereby grants unto City, its successors and assigns, a perpetual and irrevocable appurtenant easement over, under, across, upon, within and through the real property situated in City of Fowler, County of Fresno, State of California, as described in attached Exhibit “A” and depicted in attached Exhibit “B” (“Easement Area”), for public storm drainage and related utility purposes (“Easement”). This grant of Easement includes the right of City and City’s authorized employees, agents, and contractors to install and maintain related improvements in the Easement Area as reasonably necessary in connection with the public utility use of the Easement.

2. Reasonable Access to Easement Area. This Easement includes the right of City and City’s authorized employees, agents, and contractors to enter upon the Easement Area as reasonably necessary, at reasonable times and in a reasonable manner, including making necessary repairs or replacements, and any other activities reasonably necessary to maintain

City's improvements in the Easement Area. The rights herein granted to and the obligations herein imposed upon City shall extend to City's officers, agents, employees, vendors and contractors. Any improvements or other personal property installed under the authority of this Agreement shall be well and safely maintained by City at all times while this Agreement is operative. City and its officers, agents, employees, vendors and contractors shall not have access to any portions of Grantor's remaining Property outside the Easement Area without Grantor's express written authority at Grantor's sole discretion.

3. Payment. Grantor will not receive compensation from City for the grant of the Easement. Grantor is receiving compensation from the developer of Tract 6274.

4. Indemnification of Grantor. City shall indemnify, defend and hold Grantor harmless from any and all claims in any way arising out of the related improvements, including, but not limited to, all property damage and bodily injury claims, and any and all costs and attorney's fees arising therefrom. All insurance policies maintained by the Grantee shall name Grantor as an additional insured for any and all claims in any way arising out of the related improvements. It is expressly understood and agreed that, notwithstanding anything in this Agreement to the contrary, the liability of the Grantor, to the extent any exists, shall be limited solely and exclusively to the interest of Grantor in and to the Grantor's Property.

5. No interference by Grantor. The grant of this Easement shall not limit the right of Grantor, or Grantor's successors and assigns, to utilize the remaining Property outside the Easement Area for its own purposes.

6. Binding Effect. This Agreement is binding on and inures to the benefit of Grantor and City, and their respective successors, assigns, legal or personal representatives, and successors in interest to the Property.

7. Entire Agreement. This Agreement, together with the Easement Deed incorporated herein by reference and any exhibits hereto, states the entire agreement between the Grantor and City regarding the subject matters set forth in this Agreement. Each of the parties signing this Agreement acknowledges and agrees that no other party, agent, or attorney of any of the parties made any promise, representation or warranty, express or implied, not set forth in this Agreement. Each party signing this Agreement acknowledges that such party has not executed this Agreement in reliance on any promise, representation, conduct or warranty of any other party not expressly set forth in this Agreement. This Agreement and Easement Deed shall be recorded, and City shall be responsible for recording the Agreement and Easement Deed. City shall also be responsible for paying any costs associated therewith.

8. Easement Shall Run With the Land. This Agreement and the Easement granted herein shall run with the land in favor of City and its successors and assigns, and shall remain in full force and effect until such time as City determines in its sole discretion that the Easement is no longer needed.

9. Modification in Writing. This Agreement may be modified only by a written document executed by both parties hereto.

10. Severability. The provisions of this Agreement shall be deemed independent and severable and the validity or partial invalidity or unenforceability of any one provision or portion thereof shall not affect the validity or enforceability of any other provision hereof.


11. Section Headings. Section headings in this Agreement are for convenience only and are not intended and may not be used in interpreting or construing the terms, covenants and conditions of this Agreement.

12. Counterparts. This Agreement may be executed in one or more counterparts all of which together shall constitute one and the same Agreement. Facsimile or copies of signatures shall be deemed original signatures for all purposes.

WHEREFORE, the parties have executed this Agreement as of the day and year first above written.

GRANTOR

Kandarian Sons, LLC, a California limited liability company


By: 
Eugene Kandarian, Manager

CITY OF FOWLER

By: _____
Wilma Quan, City Manager

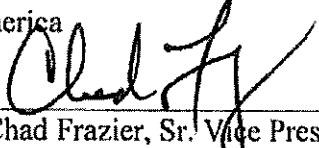
Dated: _____

Eugene A. Kandarian, as Trustee of the Eugene A. Kandarian Trust

By: 
Eugene A. Kandarian, Trustee

ACKNOWLEDGEMENT OF BENEFICIARY

Farm Credit West, FLCA, A Corporation
Organized Under the Laws of the United States
of America

By: 
Chad Frazier, Sr. Vice President

Dated: 11/24/21

(All signatures to be notarized)

EXHIBIT "A"

(Legal Description - to be attached)

EXHIBIT "A"

**LEGAL DESCRIPTIONS
EASEMENT FOR STORM DRAIN PURPOSES**

APN: 343-020-31

RECORD OWNER: Kandarian Sons, LLC, a California Limited Liability Company

THE LAND DESCRIBED HEREIN IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

That portion of the West one-half of Section 16, Township 15 South, Range 21 East, Mount Diablo Base & Meridian, lying adjacent to the East of Lot 13 as shown on the Map of Norris Colony in Book 2, Page 28 of Plats, Fresno County Records more particularly described as follows:

Beginning at the Southwest Corner of the Northwest Quarter of the Northeast Quarter of Section 16, Township 15 South, Range 21 East, Mount Diablo Base & Meridian;

Thence S89°38'43"W, along the South line of the Northeast Quarter of the Northwest Quarter of said section 16, a distance of 30.00 feet to the East line of said Lot 13;

Thence N00°20'03"E along the East line of said Lot 13, a distance of 20.00 feet;

Thence N89°38'43"E, Parallel with said South line, a distance of 30.00 feet to the West line of the Northwest Quarter of the Northeast Quarter of said Section 16;

Thence S00°20'03"W along said West line, a distance of 20.00 feet to the Point of Beginning.

Contains 600 square feet (0.0138 acres) more or less.

End of Description.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: _____
Ruben Aparicio III, PLS 8026

Lic. Exp. 12/31/22

Date: 10/29/2021



EXHIBIT "A"

**LEGAL DESCRIPTIONS
EASEMENT FOR STORM DRAIN PURPOSES**

APN: 343-060-18

RECORD OWNER: Kandarian Sons, LLC, a California Limited Liability Company and Eugene A. Kandarian, as Trustee of the Eugene A. Kandarian Trust

THE LAND DESCRIBED HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF FRESNO, CITY OF FOWLER, DESCRIBED AS FOLLOW:

That portion of the Northeast 1/4 of Section 16, Township 15 South, Range 21 East, M.D.M., described as follows:

BEGINNING at a point on the South line of the Northwest 1/4 of the Northeast 1/4 of said section 16, said point bears South 89°38'43" West, a distance of 913.03 feet as measured from the Southeast corner of the Northwest 1/4 of the Northeast 1/4 of said section.

THENCE (1), along said South line, South 89°38'43" West, a distance of 396.36 feet to the West line of the Northeast 1/4 of said section;

THENCE (2), along said West line. North 0°20'03" East, a distance of 20.00 feet;

THENCE (3), along a parallel line with said South line. North 89°38'43" East, a distance of 334.04 feet;

THENCE (4), North 0°21'17" West, a distance of 51.26 feet to a line parallel with and 175 feet Southwesterly being on the Southwesterly Right of Way line of Fre-99, measured at right angles from the centerline of the Department of Public Works survey from 0.38 Mi. So. of Highland Avenue to 0.28 Mi. No. of Chestnut Avenue, road Vi-Fre-4-Fow (now 06-Fre-99);

THENCE (5), along said right of way line South 41°24'56" East a distance of 94.50 feet to the **POINT OF BEGINNING**.

Contains 8,895 square feet (0.2042 acres) more or less.

End of Description.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: _____
Ruben Aparicio III, PLS 8026

Lic. Exp. 12/31/22

Date: 11/11/2021

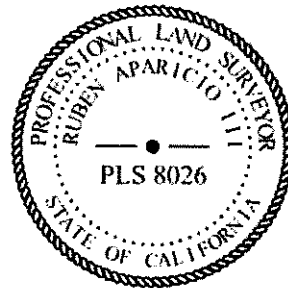
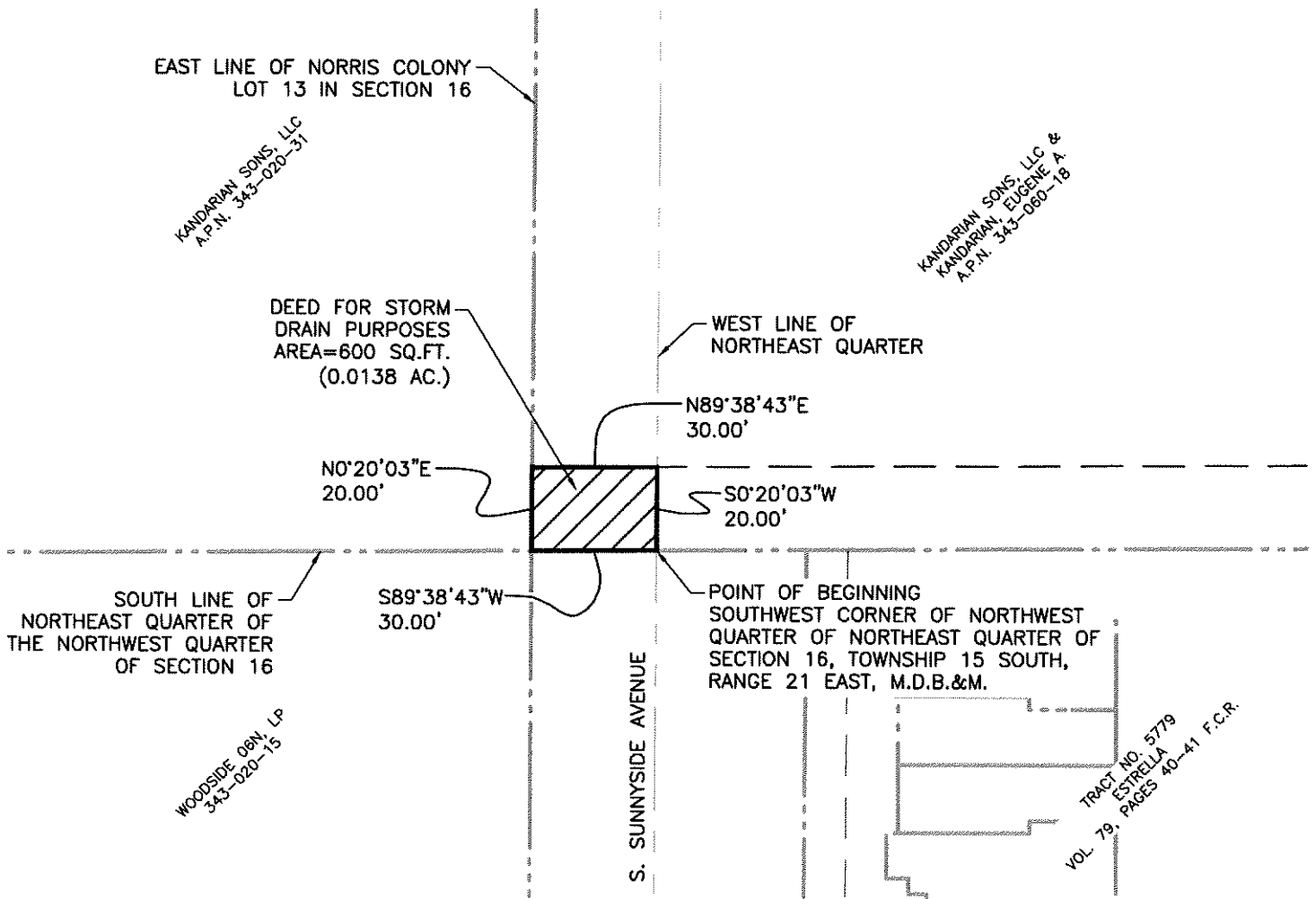


EXHIBIT "B"

(Diagram of Easement Area - to be attached)

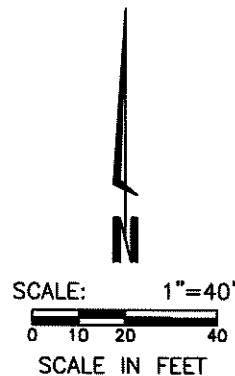
EXHIBIT "B"

EASEMENT FOR STORM DRAIN PURPOSES



LEGEND

EASEMENT FOR STORM DRAIN PURPOSES
AREA: ±600 SQ.FT. (0.0138 AC.)



LANDDESIGN
CONSULTING

"Building a World!"

4950 E. YALE AVE.
FRESNO, CA 93727
559.538.3402

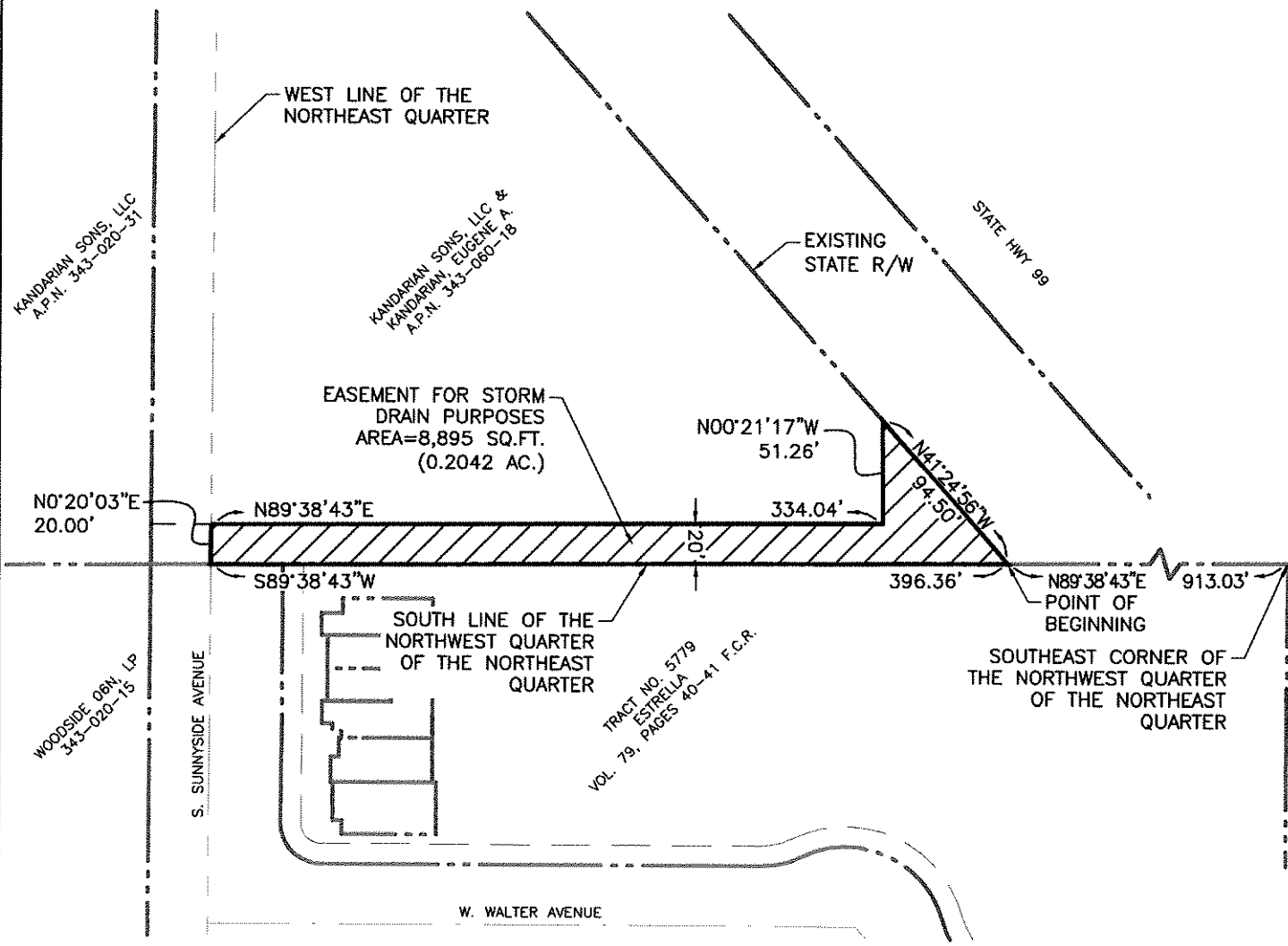
THAT PORTION OF THE WEST ONE-HALF OF SECTION 16, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, LYING ADJACENT TO THE EAST OF LOT 13 AS SHOWN ON THE MAP OF NORRIS COLONY IN BOOK 2, PAGE 28 OF PLATS, FRESNO COUNTY RECORDS

CITY OF FOWLER
COUNTY OF FRESNO
STATE OF CALIFORNIA

DR. BY	R.C.
CH. BY	J.L.
DATE	11/11/21
SCALE	1" = 40'
SHEET No. 1	
OF 1 SHEET	

EXHIBIT "B"

EASEMENT FOR STORM DRAIN PURPOSES



LEGEND



EASEMENT AREA FOR STORM DRAIN PURPOSES
 AREA: ±8,895 SQ.FT. (0.2042 AC.)



SCALE: 1"=80'

0 20 40 80

SCALE IN FEET



4950 E. YALE AVE.
 FRESNO, CA 93727
 559.538.3402

THAT PORTION OF THE WEST ONE-HALF OF SECTION 16, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, LYING ADJACENT TO THE EAST OF LOT 13 AS SHOWN ON THE MAP OF NORRIS COLONY IN BOOK 2, PAGE 28 OF PLATS, FRESNO COUNTY RECORDS

CITY OF FOWLER
 COUNTY OF FRESNO
 STATE OF CALIFORNIA

DR. BY R.C.
 CH. BY J.L.
 DATE 11/11/21
 SCALE 1" = 80'

SHEET No. 1
 OF 1 SHEET

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Tulare }

On November 24, 2021 before me, Cathy Salmon, Notary Public
Date Here, Insert Name and Title of the Officer
personally appeared Chad Franziel
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Cathy Salmon
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Easement Agreement

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer is Representing: _____

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer is Representing: _____

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

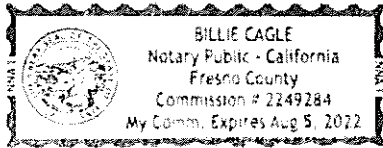
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Fresno }
On December 1, 2021 before me, Billie Cagle, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared Eugene Kandarian
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Place Notary Seal and/or Stamp Above

Signature [Handwritten Signature]
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Equipment

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____ Signer's Name: _____

Corporate Officer – Title(s): _____ Corporate Officer – Title(s): _____

Partner – Limited General Partner – Limited General

Individual Attorney in Fact Individual Attorney in Fact

Trustee Guardian or Conservator Trustee Guardian or Conservator

Other: _____ Other: _____

Signer is Representing: _____ Signer is Representing: _____

MAIL TAX STATEMENTS TO

City of Fowler
128 S. 5th Street
Fowler, CA 93625
Attn: City Clerk

RECORDING REQUESTED BY

Placer Title Company
Escrow Number: P-293545

AND WHEN RECORDED MAIL TO

City of Fowler
128 S. 5th Street
Fowler, CA 93625
Attn: City Clerk

A.P.N.: Por 343-060-18

SPACE ABOVE THIS LINE FOR RECORDER'S USE

EASEMENT GRANT DEED

The undersigned grantor(s) declare(s):
Documentary transfer tax is _____ City Transfer Tax:
(X) Unincorporated Area () City of _____

() computed on full value of property conveyed, or
() computed on full value less value of liens and encumbrances remaining at time of sale.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Kandarian Sons, LLC, a California limited liability company and Eugene A. Kandarian, Trustee of the Eugene A. Kandarian Trust**

Hereby GRANT(S) to **City of Fowler, a California municipal corporation**

The land described herein is situated in the State of California, County of Fresno, unincorporated area, described as follows:

SEE EXHIBIT "A" FOR EASEMENT LEGAL DESCRIPTION AND EXHIBIT "B" FOR MAP DEPICTION ATTACHED HERETO AND MADE A PART HEREOF

Dated: November 4, 2021

Kandarian Sons, LLC, a California limited liability company

Eugene A. Kandarian
By: Eugene A. Kandarian, Manager

Eugene A. Kandarian, Trustee of the Eugene A. Kandarian Trust

Eugene A. Kandarian
Eugene A. Kandarian, Trustee

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Fresno) ss.

On 11.4.2021 before me, D. Dillon

Notary Public personally appeared Eugene A. Kandarian

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct. WITNESS my hand and official seal.

SIGNATURE *D. Dillon*

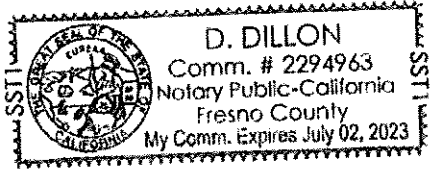


EXHIBIT "A"

**LEGAL DESCRIPTIONS
EASEMENT FOR STORM DRAIN PURPOSES**

APN: 343-060-18

RECORD OWNER: Kandarian Sons, LLC, a California Limited Liability Company and Eugene A. Kandarian, as Trustee of the Eugene A. Kandarian Trust

THE LAND DESCRIBED HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF FRESNO, CITY OF FOWLER, DESCRIBED AS FOLLOW:

That portion of the Northeast 1/4 of Section 16, Township 15 South, Range 21 East, M.D.M., described as follows:

BEGINNING at a point on the South line of the Northwest 1/4 of the Northeast 1/4 of said section 16, said point bears South 89°38'43" West, a distance of 913.03 feet as measured from the Southeast corner of the Northwest 1/4 of the Northeast 1/4 of said section.

THENCE (1), along said South line, South 89°38'43" West, a distance of 396.36 feet to the West line of the Northeast 1/4 of said section;

THENCE (2), along said West line. North 0°20'03" East, a distance of 20.00 feet;

THENCE (3), along a parallel line with said South line. North 89°38'43" East, a distance of 334.04 feet;

THENCE (4), North 0°21'17" West, a distance of 51.26 feet to a line parallel with and 175 feet Southwesterly being on the Southwesterly Right of Way line of Fre-99, measured at right angles from the centerline of the Department of Public Works survey from 0.38 Mi. So. of Highland Avenue to 0.28 Mi. No. of Chestnut Avenue, road Vi-Fre-4-Fow (now 06-Fre-99);

THENCE (5), along said right of way line South 41°24'56" East a distance of 94.50 feet to the **POINT OF BEGINNING**.

Contains 8,895 square feet (0.2042 acres) more or less.

End of Description.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: _____
Ruben Aparicio III, PLS 8026

Lic. Exp. 12/31/22

Date: 11/11/2021

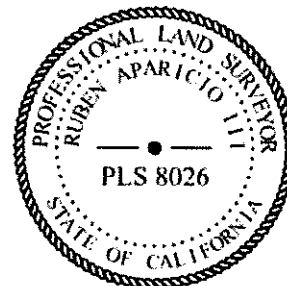
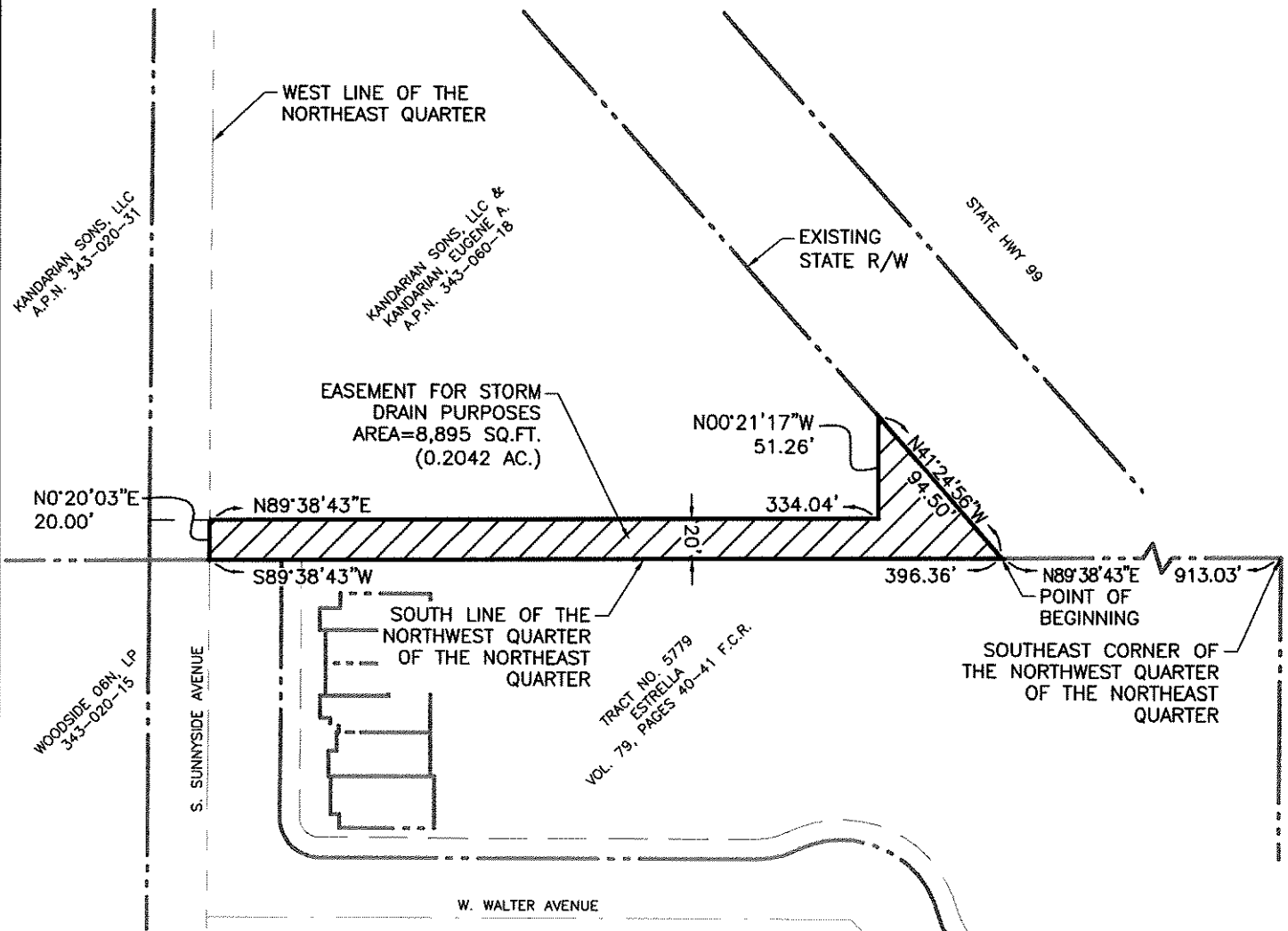


EXHIBIT "B"

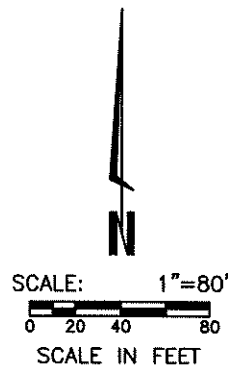
EASEMENT FOR STORM DRAIN PURPOSES



LEGEND



EASEMENT AREA FOR STORM DRAIN PURPOSES
 AREA: ±8,895 SQ.FT. (0.2042 AC.)



4950 E. YALE AVE.
 FRESNO, CA 93727
 559.538.3402

"Building a World!"

THAT PORTION OF THE WEST ONE-HALF OF SECTION 16, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, LYING ADJACENT TO THE EAST OF LOT 13 AS SHOWN ON THE MAP OF NORRIS COLONY IN BOOK 2, PAGE 28 OF PLATS, FRESNO COUNTY RECORDS

CITY OF FOWLER
 COUNTY OF FRESNO
 STATE OF CALIFORNIA

DR. BY R.C.
 CH. BY J.L.
 DATE 11/11/21
 SCALE 1" = 80'

SHEET No. 1
 OF 1 SHEET

Recording Requested By

PLACER TITLE COMPANY

And when recorded mail to

Escrow no.

(Space above this line for Recorder's use)

SUBORDINATION AGREEMENT

NOTICE: THIS SUBORDINATION AGREEMENT RESULTS IN YOUR SECURITY INTEREST IN THE PROPERTY BECOMING SUBJECT TO AND OF LOWER PRIORITY THAN THE LIEN OF SOME OTHER OR LATER SECURITY INSTRUMENT.

THIS AGREEMENT, made _____ 2021, by Kandarian Sons, LLC, a California limited liability , owner of the land hereinafter described and hereinafter referred to as "Owner," and Farm Credit West, FLCA present owner and holder of the Deed of Trust and note first hereinafter described and hereinafter referred to as "Beneficiary";

WITNESSETH:

THAT, WHEREAS, Owner has executed a Deed of Trust dated September 27, 2018, to Farm Credit West, FLCA , as trustee, covering:

to secure a note in the sum of \$ 4,650,000.00 , dated September 27, 2018, in favor of Beneficiary, which Deed of Trust was to be recorded as instrument 2018-0123429 and

WHEREAS, Owner has executed, or is about to execute, an Easement in favor of the City of Fowler, a municipal corporation, hereinafter referred to as "EASEMENT HOLDER", which EASEMENT is being recorded concurrently herewith; and

WHEREAS, it is a condition precedent to obtaining said loan that said EASEMENT last above-mentioned shall unconditionally be and remain at all times a lien or charge upon the land hereinbefore described, prior and superior to the lien or charge of the Deed of Trust first above-mentioned; and

BENEFICIARY:

Farm Credit West, FCLA

BY: _____

Chad Frazier, Sr, Vice President

TRUSTOR/ OWNER

Kandarian Sons, LLC a California limited liability company

By: _____

Eugene Kandarian, Manager

IT IS RECOMMENDED THAT, PRIOR TO THE EXECUTION OF THIS SUBORDINATION AGREEMENT, THE PARTIES CONSULT WITH THEIR ATTORNEYS WITH RESPECT THERETO.

(Subordination recorded Deed of Trust To a later security instrument or other Document)

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Fresno

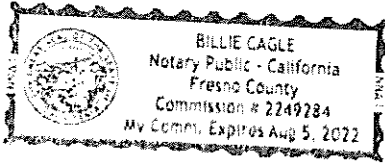
On 12-1-2021 before me, Billie Cagle, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared Eugene Kardarian
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Place Notary Seal and/or Stamp Above

Signature [Signature]
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Subordination

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer is Representing: _____

Signer's Name: _____

Corporate Officer – Title(s): _____

Partner – Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer is Representing: _____

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Tulare }

On November 24, 2021 before me, Cathy Salmon, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared Chad Frazier
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.
WITNESS my hand and official seal.

Place Notary Seal and/or Stamp Above

Signature Cathy Salmon
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Subordination Agreement

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
 Corporate Officer – Title(s): _____
 Partner – Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer is Representing: _____

Signer's Name: _____
 Corporate Officer – Title(s): _____
 Partner – Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer is Representing: _____

MAIL TAX STATEMENTS TO

RECORDING REQUESTED BY

Placer Title Company
Escrow Number: P-452604

AND WHEN RECORDED MAIL TO

City of Fowler
128 South 5th Street
Fowler, CA 93625

A.P.N.: 343-020-31

SPACE ABOVE THIS LINE FOR RECORDER'S USE

EASEMENT GRANT DEED

The undersigned grantor(s) declare(s):
Documentary transfer tax is _____ City Transfer Tax:
(X) Unincorporated Area () City of _____

() computed on full value of property conveyed, or
() computed on full value less value of liens and encumbrances remaining at time of sale.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Kandarian Sons, LLC, a California Limited Liability Company

Hereby GRANT(S) to

The City of Fowler, a California municipal corporation

The land described herein is situated in the State of California, County of Fresno, unincorporated area, described as follows:

SEE EXHIBIT "A" FOR EASEMENT LEGAL DESCRIPTION AND EXHIBIT "B" FOR MAP DEPICTION ATTACHED HERETO AND MADE A PART HEREOF

Dated: November 1, 2021

Kandarian Sons, LLC, a California Limited Liability Company

By: Eugene A. Kandarian
Eugene A. Kandarian, Manager

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of) ss.

On 11-4-2021 before me, D. Dillon

Notary Public personally appeared Eugene A. kandarian who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct. WITNESS my hand and official seal.

SIGNATURE D. Dillon

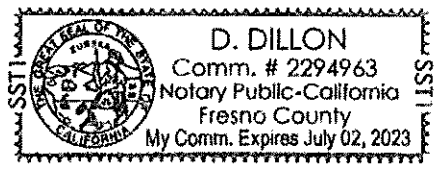


EXHIBIT "A"

**LEGAL DESCRIPTIONS
EASEMENT FOR STORM DRAIN PURPOSES**

APN: 343-020-31

RECORD OWNER: Kandarian Sons, LLC, a California Limited Liability Company

THE LAND DESCRIBED HEREIN IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

That portion of the West one-half of Section 16, Township 15 South, Range 21 East, Mount Diablo Base & Meridian, lying adjacent to the East of Lot 13 as shown on the Map of Norris Colony in Book 2, Page 28 of Plats, Fresno County Records more particularly described as follows:

Beginning at the Southwest Corner of the Northwest Quarter of the Northeast Quarter of Section 16, Township 15 South, Range 21 East, Mount Diablo Base & Meridian;

Thence S89°38'43"W, along the South line of the Northeast Quarter of the Northwest Quarter of said section 16, a distance of 30.00 feet to the East line of said Lot 13;

Thence N00°20'03"E along the East line of said Lot 13, a distance of 20.00 feet;

Thence N89°38'43"E, Parallel with said South line, a distance of 30.00 feet to the West line of the Northwest Quarter of the Northeast Quarter of said Section 16;

Thence S00°20'03"W along said West line, a distance of 20.00 feet to the Point of Beginning.

Contains 600 square feet (0.0138 acres) more or less.

End of Description.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature: _____
Ruben Aparicio III, PLS 8026

Lic. Exp. 12/31/22

Date: 10/29/2021

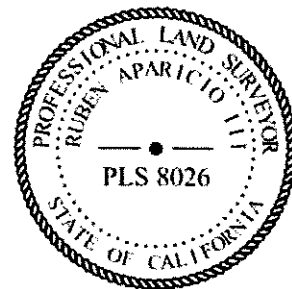
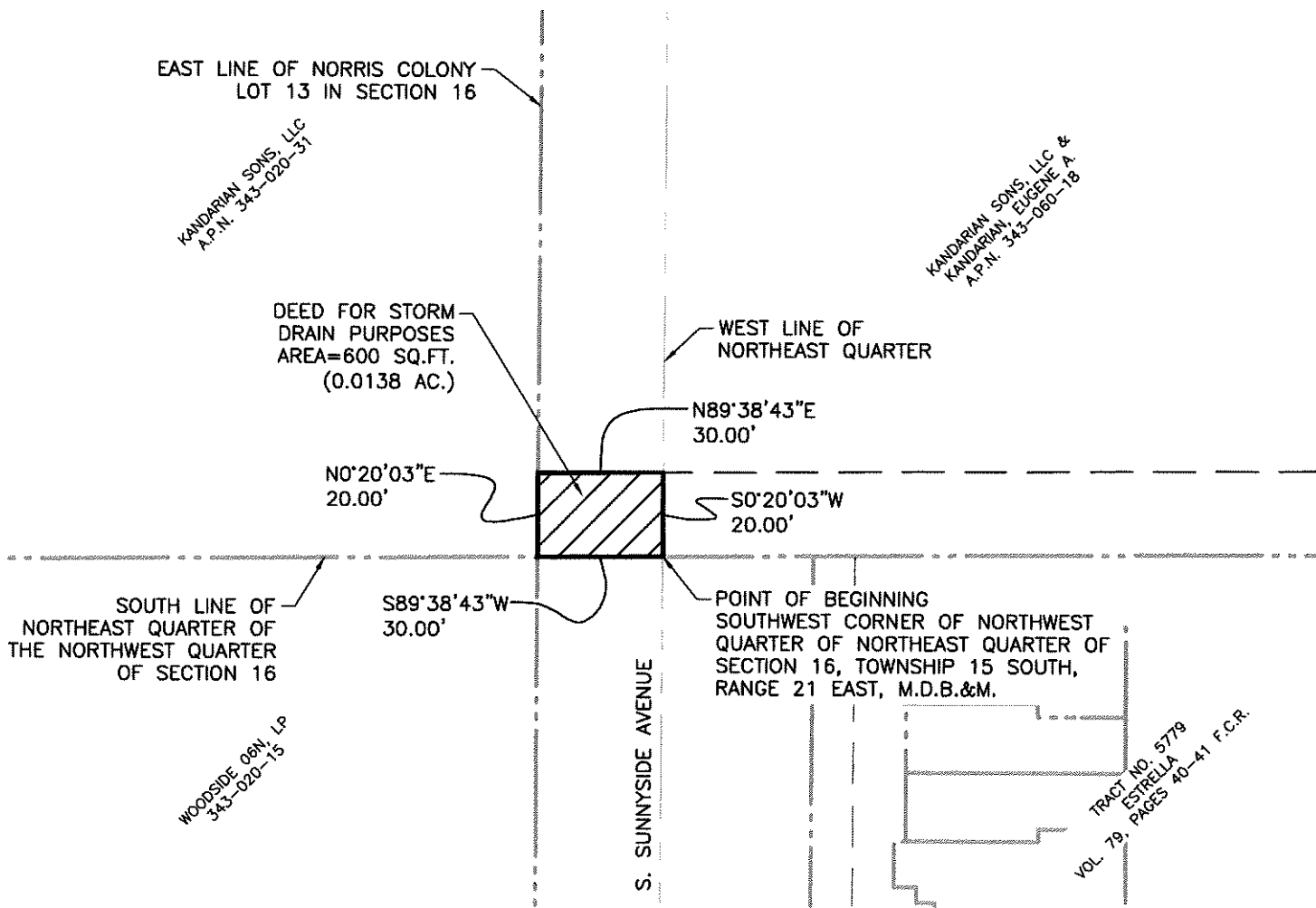


EXHIBIT "B"

EASEMENT FOR STORM DRAIN PURPOSES



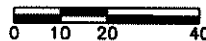
LEGEND



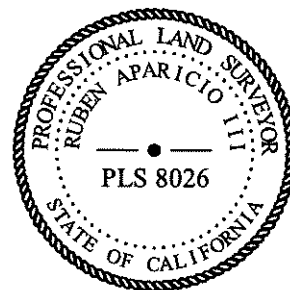
EASEMENT FOR STORM DRAIN PURPOSES
AREA: ±600 SQ.FT. (0.0138 AC.)



SCALE: 1"=40'



SCALE IN FEET



4950 E. YALE AVE.
FRESNO, CA 93727
559.538.3402

THAT PORTION OF THE WEST ONE-HALF OF SECTION 16, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, LYING ADJACENT TO THE EAST OF LOT 13 AS SHOWN ON THE MAP OF NORRIS COLONY IN BOOK 2, PAGE 28 OF PLATS, FRESNO COUNTY RECORDS

CITY OF FOWLER
COUNTY OF FRESNO
STATE OF CALIFORNIA

DR. BY R.C.
CH. BY J.L.
DATE 11/11/21
SCALE 1" = 40'

SHEET No. 1
OF 1 SHEET



FOWLER CITY COUNCIL

ITEM NO: 6-H

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Yvonne Hernandez, Recreation Coordinator

SUBJECT

Approve a \$500 donation request from Fowler High School Sober Grad Committee Chairperson, Jennifer Diaz, for Fiscal Year 2021-22.

RECOMMENDATION

Staff recommend the City Council approve a \$500 donation to the Fowler High School Sober Grad requested for Fiscal Year 2021-22.

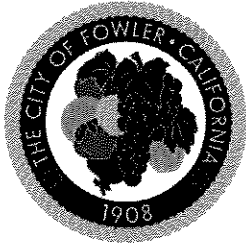
BACKGROUND

The Fowler High School Sober Grad celebrates the accomplishments of the high school senior by giving them a safe environment, which includes an alcohol and drug free place to celebrate their graduation.

The Fowler High School Sober Grad will be performing volunteer clean up at the City-Wide Yard Sale event on Saturday, March 19, 2022, for this donation.

FISCAL IMPACT

The City of Fowler received a \$5,000 recycling grant from the California Department of Resources Recycling and Recovery (CalRecycle) for FY 2021-22, and this donation will be funded from this grant.



FOWLER CITY COUNCIL

ITEM NO: 7-Ai

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Margarita Moreno, Finance Director

SUBJECT

Accept the Independent Auditor's Report for the Fiscal Year 2018-2019.

RECOMMENDATION

The City retained Borchardt, Corona, Faeth & Zakarian, CPA to conduct an independent audit report of the Annual Financial Report for Fiscal Year 2018-2019. Borchardt, Corona, Faeth & Zakarian, CPA will be presenting the audit report for review and acceptance by the City Council.

BACKGROUND

The independent audit report is a thorough and detailed presentation of the City's financial condition for a given fiscal year that is in compliance with the accounting requirements established by the Governmental Accounting Standards Board (GASB). The independent audit report must be audited by an independent auditor using generally accepted government auditing standards.

In summary, the Independent Auditor's Report reflects an unqualified audit of the City's financial statements for FY 2018-2019. Finance staff is pleased to present the independent audit report for acceptance by the City Council.

FISCAL IMPACT

With completion of the audit, the City is now able to begin the TDA audit to recover an approximate amount of \$440,000 from TDA Article 8 funds for FY 18-19.

Attachments:

-Independent Auditor's Report for FY 2018-2019

**CITY OF FOWLER
COUNTY OF FRESNO
FOWLER, CALIFORNIA**

**FINANCIAL STATEMENTS WITH
INDEPENDENT AUDITORS' REPORT**

FOR THE YEAR ENDED JUNE 30, 2019

**BORCHARDT, CORONA, FAETH & ZAKARIAN
Certified Public Accountants
1180 E. Shaw Ave., Ste. 110
Fresno, California 93710-7809**

CITY OF FOWLER
AUDIT REPORT
YEAR ENDED JUNE 30, 2019

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Gustavo M. Corona, CPA
Scott A. Faeth, CPA
Christina J. Zakarian, CPA

◆◆◆
Thomas R. Borchardt, CPA
Consultant

Independent Auditor's Report

To Honorable Members of City Council
City of Fowler, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of City of Fowler, as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of City of Fowler as of June 30, 2019, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, budgetary comparison information, Schedules of the City's Proportionate Share of the Net Pension Liability, and Schedules of City Pension Contributions as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Governmental Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 29, 2021, on our consideration of City of Fowler internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of Fowler internal control over financial reporting and compliance.

*Borchardt, Corona, Faeth
& Gjakavian*

Fresno, California
November 29, 2021

Introductory Section

CITY OF FOWLER

Management's Discussion and Analysis (MD&A) June 30, 2019

INTRODUCTION

Our discussion and analysis of the City of Fowler's (City's) financial performance provides an overview of the City's financial activities for the fiscal year ended June 30, 2019. It should be read in conjunction with the City's financial statements, which follow this section.

FINANCIAL HIGHLIGHTS

- Total net position was \$30,167,197 on June 30, 2019.
- Overall revenues and transfers totaled \$8,712,945, which exceeded expenses of \$6,944,981 by \$1,767,964.

OVERVIEW OF FINANCIAL STATEMENTS

This annual report consists of three parts – management's discussion and analysis (this section), the basic financial statements, and required supplementary information. The three sections together provide a comprehensive overview of the City. The basic financial statements are comprised of two kinds of statements that present financial information from different perspectives:

- **Government-wide financial statements**, which comprise the first two statements, provide both short-term and long-term information about the entity's overall financial position.
- **Fund financial statements** focus on reporting the individual parts of the City operations in more detail. The fund financial statements comprise the remaining statements.

The financial statements also include notes that explain some of the information in the statements and provide more detailed data. The basic financial statements are followed by a section of required supplementary information that further explains and supports the financial statements.

Government-Wide Statements

The government-wide statements report information about the City as a whole using accounting methods similar to those used by private-sector companies. The statement of net position includes all of the government's assets and liabilities. All the current year's revenues and expenses are accounted for in the statement of activities regardless of when cash is received or paid.

The two government-wide statements report the City's net position and how they have changed. Net position, (the difference between the assets and liabilities) is one way to measure the City's financial health or position.

- Over time, increases or decreases in the City's net position is an indicator of whether its financial health is improving or deteriorating, respectively.
- To assess the overall health of the City, one needs to consider additional nonfinancial factors such as changes in the property tax base, changes in program funding by the Federal and State governments, and condition of facilities.
- The government-wide financial statements of the City include government activities. Most of the City's basic services are included here, such as community development, public safety and general administration. Lease revenue funding and federal and state grants finance most of these activities.

Fund Financial Statements

The fund financial statements provide more detailed information about the City's most significant funds not the City as a whole. Funds are accounting devices that the City uses to keep track of specific sources of funding and spending for particular programs. Some funds are required to be established by state law and by bond covenants. The City Council establishes other funds to control and manage money for particular purposes or to show that the City is meeting legal responsibilities for using certain revenues. The City has three kinds of funds:

- Governmental funds - All of the City's basic services are included in governmental funds, which generally focus on (1) how cash and other financial assets that can readily be converted to cash flow in and out and (2) the balances left at year-end that are available for spending. Consequently, the governmental funds statements provide a detailed short-term view that helps you determine whether there are more or fewer financial resources that can be spent in the near future to finance the City's programs. Because this information does not encompass the additional long-term focus of the government-wide statements, we provide additional information at the bottom of the government funds statements that explain the relationship (or differences) between them.
- Proprietary funds - When the City charges customers for the services it provides - whether to outside customers or to other units of the City - these services are generally reported in proprietary funds. Proprietary funds are reported in the same way that all activities are reported in the statement of net position and the statement of activities.
- Fiduciary funds - the City is the trustee, or fiduciary, for assets that belong to others; for the City, the Redevelopment Successor Agency Private Purpose Trust Fund is a trust fund. The City is responsible for ensuring that assets reported in these funds are used only for their intended purposes and by those to whom the assets belong. All of the City's fiduciary activities are reported in the fiduciary fund financial statements. We exclude these activities from the City-wide financial statements because the City cannot use the assets to finance its operations.

FINANCIAL ANALYSIS OF THE ENTITY AS A WHOLE

Net Position

The City's combined net position was \$30,167,197 at June 30, 2019. See Table 1.

**Table 1
Net Position**

	Governmental	Business-	Governmental	Business-	Total
	Activities	Type	Activities	Type	Percentage
	2019	2019	2018	2018	Change
					2019-2018
ASSETS					
Cash	\$ 9,866,685	\$ 1,094,040	\$ 8,431,240	\$ 956,958	16.75%
Cash with Fiscal Agent	480,803	-	480,656	-	0.03%
Receivables:					
Accounts, Net and Intergovernmental	1,441,610	146,909	665,263	123,255	<100%
Community Loans	361,163	-	510,631	-	(29.27%)
*Advances to Enterprise Fund	100,000	-	125,000	-	(20.00%)
*Advances to Successor Agency	356,000	-	409,000	-	(12.96%)
*Advances in Governmental Funds	-	-	307,193	-	(100.00%)
Inventory	-	-	-	58,442	(100.00%)
Land Held for Resale	-	-	153,794	-	(100.00%)
Deposits with Others	138,316	-	64,705	-	<100%
Capital Assets, Net of Accumulated Depreciation	20,454,423	4,134,868	20,462,203	4,253,409	(0.51%)
TOTAL ASSETS	33,199,000	5,375,817	31,609,685	5,392,064	4.25%
Deferred Outflows of Resources - Pensions	886,557	288,061	1,191,362	305,602	(21.53%)
LIABILITIES					
Accounts Payable	968,087	44,954	226,322	38,468	<100%
Accrued Liabilities	37,325	-	6,734	-	<100%
Accrued Interest Payable	37,526	22,846	-	-	<100%
Consumer Overpayments and Deposits	-	82,880	-	82,056	1.00%
Unearned Revenue	-	-	177,903	-	(100.00%)
Compensated Absences	116,355	37,392	104,949	29,730	14.16%
Net Pension Liability	3,106,827	1,184,411	3,455,239	651,741	4.49%
Long-Term Debt	2,158,509	1,669,223	1,901,763	1,728,523	5.44%
TOTAL LIABILITIES	6,424,629	3,041,706	5,872,910	2,530,518	12.65%
Deferred Inflows of Resources - Pensions	66,863	49,040	124,565	(26,345)	18.00%
NET POSITION					
Net Investment in Capital Assets	18,776,717	2,465,645	18,560,440	2,524,886	0.74%
Restricted for:					
State and Federal Programs	1,286,376	-	1,176,200	-	9.37%
Debt Service	663,756	-	387,352	-	71.36%
Capital Projects	3,241,676	-	3,558,314	-	(8.90%)
Special Purpose	795,743	-	410,852	-	93.68%
Unrestricted	2,894,143	107,487	2,229,758	668,607	3.56%
TOTAL NET POSITION	\$ 27,594,065	\$ 2,573,132	\$ 26,803,572	\$ 3,193,493	0.57%

The current year balances include prior period adjustments which are disclosed in footnote 23.

*In prior year, the advances were presented as assessment receivables, in current year, the assessment receivable balances adjusted for current year activity have been reclassified to advances. The advances within governmental funds have offset each other on the financial statement.

Changes in Net Position

The City's total revenues, including business-type activities, were \$8,712,945. Most of the revenue comes from various taxes, \$4,929,032 (56.57%). Operating Grants accounted for \$1,196,733, (13.73%) and combined charges for services totaled \$2,128,087 (24.42%) of total revenues.

The total cost of all programs and services, including business-type activities, was \$6,944,981. The City's expenses are predominately related to General Government and Public Safety (50.29%). Water Services accounted for 25.80% of total costs. The remaining expenses accounted for community and debt service costs.

**Table 2
Changes in Net Position**

	Governmental Activities 2019	Business- Type Activities 2019	Governmental Activities 2018	Business- Type Activities 2018	Total Percentage Change 2019-2018
REVENUES					
Program Revenues:					
Charges for Services	\$ 809,985	\$ 1,318,102	\$ 775,327	\$ 1,332,784	0.95%
Operating Grants	1,196,733	-	762,796	-	56.89%
General Revenues:					
Taxes	4,929,032	-	5,515,985	-	(10.64%)
Rental Income	12,483	-	182,754	-	(93.17%)
Investment Income	185,677	1,474	26,068	1,023	<100%
Miscellaneous	259,459	-	34,724	6,580	<100.00%
Transfers, Net	1,640	(1,640)	45,776	(45,776)	(96.42%)
TOTAL REVENUES	7,395,009	1,317,936	7,343,430	1,294,611	0.87%
PROGRAM EXPENSES					
General Government	1,408,014	-	1,569,154	-	(10.27%)
Public Safety	2,084,507	-	1,875,209	-	11.16%
Public Works	547,234	-	614,421	-	(10.94%)
Community Development	625,700	-	398,745	-	56.92%
Culture and Recreation	271,099	-	340,347	-	(20.35%)
Interest on Long-Term Debt	216,917	-	88,273	-	<100.00%
Water Services	-	1,791,510	-	1,450,440	23.51%
TOTAL EXPENSES	5,153,471	1,791,510	4,886,149	1,450,440	9.60%
INCREASE (DECREASE) IN NET POSITION	2,241,538	(473,574)	2,457,281	(155,829)	(23.18%)
BEGINNING NET POSITION	26,803,572	3,193,493	24,346,291	3,349,322	8.31%
PRIOR PERIOD ADJUSTMENT**	(1,451,045)	(146,787)	-	-	N/A
ENDING NET POSITION	\$ 27,594,065	\$ 2,573,132	\$ 26,803,572	\$ 3,193,493	0.57%

** For the year ended June 30, 2019, the City had a net prior period adjustment of \$(1,451,045) for Governmental Activities and \$(146,787) for Business Type Activities (Note 23) due to adjustments to capitalized assets for proper classification and accumulated depreciation, adjustments for long term debt accounting method for the 2010 bond, and proper allocation the City's share of the Net Pension Liability according to GASB 68.

Governmental Activities

The cost of all governmental activities this year was \$5,153,471.

Table 3 presents the cost of each of the City's functions as well as each function's net cost (total cost less fees generated by the activities and intergovernmental aid). The net cost reflects what was funded by charges for services, operating grants and capital grants and contributions.

**Table 3
Net Cost of Governmental Activities**

	<u>Total Cost of Services</u>		<u>Net Cost of Services</u>	
	<u>2019</u>	<u>2018</u>	<u>2019</u>	<u>2018</u>
General Government	\$ 1,408,014	\$ 1,569,154	\$ 1,403,641	\$ 1,565,443
Public Safety	2,084,507	1,875,209	1,901,670	1,665,512
Public Works	547,234	614,421	(639,291)	23,922
Community Development	625,700	398,745	9,427	(321,266)
Culture and Recreation	271,099	340,347	254,389	326,142
Interest on Long-Term Debt	216,917	88,273	216,917	88,273
	<u>\$ 5,153,471</u>	<u>\$ 4,886,149</u>	<u>\$ 3,146,753</u>	<u>\$ 3,348,026</u>

FINANCIAL ANALYSIS OF THE CITY'S FUNDS

The financial performance of the City as a whole is reflected in its governmental funds as well. As the City completed the year, its governmental funds reported a combined fund balance of \$11,460,036, which reflects an increase from last year's ending fund balance of \$739,598. The prior year fund balance includes a prior period adjustment of \$1,309,181 applicable to the funds with the double asterisk on table 4 below; the footnotes to the financial statements include further information on the prior period adjustment.

**Table 4
Governmental Funds Balances and Activity**

	<u>Balances and Activity</u>			
	<u>July 1, 2018</u>	<u>Revenues & Other Sources</u>	<u>Expenditures & Other Uses</u>	<u>June 30, 2019</u>
**General Fund	\$ 2,915,475	\$ 5,301,994	\$ 4,195,883	\$ 4,021,586
Utility Users Tax Fund	829,433	446,590	305,927	970,096
**Fowler Public Financing Authority (PFA) Debt Service Fund	2,423,906	157,684	418,563	2,163,027
Citizens' Option for Public Safety (COPS) Fund	188,163	-	188,163	-
Recycling Grant	-	5,000	1,000	4,000
Gas Tax Fund	30,586	122,577	137,123	16,040
Street Projects Fund	-	362,626	455,028	(92,402)
Traffic Congestion Relief Fund	-	7,038	-	7,038
LTF Article 3 Fund	32,405	-	3,736	28,669
**LTF Article 8 Fund	365,748	368	114,980	251,136
Measure C Fund	714,572	207,868	-	922,440
Road Maintenance and Rehabilitation Act SB 1 Fund	23,761	122,062	88,769	57,054
**Community Development Block Grant Fund	795,743	-	-	795,743
Debt Service 88-1 Fund	22,823	59,634	-	82,457
**Assessment City No. 93-1 Fund	(698,016)	135,152	69,731	(632,595)
**Hospital Improvement Fund	(90,000)	21,600	6,600	(75,000)
**Merced Street Fund	(470,000)	100,000	35,000	(405,000)
Debt Service Fire Station Fund	59,500	55,958	103,788	11,670
**Assessment City No. 94-1 Fund	-	-	-	-
Water Well Maintenance Fund	444,753	46,088	87,591	403,250
Groundwater Fund	118,910	65,986	26,636	158,260
General Services Fund	109,735	5,286	37,478	77,543
Law Enforcement Fund	360,631	15,249	-	375,880
Fire Fund	575,544	19,800	510,352	84,992
AB 1600-Streets	83,608	-	480	83,128
Parks Fund	202,275	38,555	-	240,830
Water Fund	351,516	13,017	-	364,533
Sewer Fund	965,498	62,114	-	1,027,612
Storm Drain Fund	97,587	4,486	-	102,073
**Fire Construction Fund	215,285	893,182	912,695	195,772
Highway 99/Merced Street Fund	50,997	169,207	-	220,204
Total	<u>\$ 10,720,438</u>	<u>\$ 8,439,121</u>	<u>\$ 7,699,523</u>	<u>\$ 11,460,036</u>

**Includes prior period adjustments as explained in Note 23.

General Fund Budgetary Highlights

Over the course of the year, the City revises its annual budget to reflect unexpected changes in revenues and expenditures. The City did not revise its budget in the current year. There was no variation between original and final budget revenue and expenditures amount. A schedule of the City's original and final budget amounts compared with actual revenues and expenses is provided in the supplemental section of the audited financial report.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

At June 30, 2019, the City had a net investment of \$24,589,291 in capital assets, comprised as shown on Table 5. More detailed information about the City's capital assets is presented in the notes to the financial statements.

**Table 5
Capital Assets**

	Governmental	Business-	Governmental	Business-	Total
	Activities	Type	Activities	Type	Percentage
	2019	2019	2018	2018	Change
Land	\$ 1,132,979	\$ 255,392	\$ 1,043,531	\$ 191,046	12.46%
Right of Ways	7,447,189	-	7,447,189	-	0.00%
Buildings and Improvements, Net	1,724,088	7,720	1,810,095	8,208	(4.76%)
Machinery and Equipment, Net	162,806	227,469	188,371	257,934	(12.55%)
Infrastructures, Net	8,449,458	3,644,287	9,795,764	3,796,221	(11.02%)
Construction in Progress	1,537,903	-	177,253	-	<100.00%
NET CAPITAL POSITION	\$ 20,454,423	\$ 4,134,868	\$ 20,462,203	\$ 4,253,409	(0.51%)

Long-Term Debt

At year-end, the City had \$8,172,717 in combined debt, as shown in Table 6. More detailed information about the City's debt is presented in the notes to the financial statements.

**Table 6
Long-Term Debt**

	Governmental	Business-	Governmental	Business-	Total
	Activities	Type	Activities	Type	Percentage
	2019	2019	2018	2018	Change
Compensated Absences	\$ 116,355	\$ 37,392	\$ 104,949	\$ 29,730	14.16%
Net Pension Liability	3,106,827	1,184,411	3,455,239	651,741	4.49%
Revenue Bonds	2,020,000	-	2,330,000	-	(13.30%)
Certificates of Participation	50,000	1,566,600	-	1,600,900	0.98%
Note Payable	54,000	2,623	54,000	2,623	0.00%
Energy Efficiency Retrofit Loan	34,509	-	51,763	-	(33.33%)
TOTAL LONG-TERM DEBT	\$ 5,381,691	\$ 2,791,026	\$ 5,995,951	\$ 2,284,994	(1.31%)

ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS AND RATES

At the time these financial statements were prepared and audited, the City was aware of several circumstances that could affect its future financial health:

- The continuing increases in premiums for health care insurance and worker's compensation could have a significant effect on the future financial health of the City. Health care premiums are predicted to continue to increase into the foreseeable future.
- The budget assumptions used to prepare the budget for 2020 included a 2% cost of living increase for salary steps.
- The unfunded CalPERS liability will continue to increase significantly over the next few years and will have a material impact on the City's financial situation. In 2019, the City voters approved a 1% District Sales Tax to help offset the increased costs.

CONTACTING THE CITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, parents, participants, investors, and creditors with a general overview of the City's finances and to demonstrate the City's accountability for the money it receives. If you have questions about this report, or need additional financial information, contact:

Margarita Moreno
Finance Director
City of Fowler
128 South Fifth Street

Financial Section

CITY OF FOWLER
STATEMENT OF NET POSITION
JUNE 30, 2019

	Governmental Activities	Business-type Activities	Total
ASSETS:			
Cash and Investments	\$ 9,866,685	\$ 1,094,040	\$ 10,960,725
Investments Held by fiscal agent:			
Restricted	480,803	--	480,803
Receivables:			
Accounts, Net	316,885	146,909	463,794
Intergovernmental	1,124,725	--	1,124,725
Community Loans	361,163	--	361,163
Advances to Enterprise Fund	100,000	--	100,000
Advances to Successor Agency	356,000	--	356,000
Deposits with others	138,316	--	138,316
Capital assets			
Land	1,132,979	255,392	1,388,371
Right of Ways	7,447,189	--	7,447,189
Buildings and Improvements, Net	1,724,088	7,720	1,731,808
Machinery and Equipment, Net	162,806	227,469	390,275
Infrastructures, Net	8,449,458	3,644,287	12,093,745
Construction in Progress	1,537,903	--	1,537,903
Total Assets	<u>33,199,000</u>	<u>5,375,817</u>	<u>38,574,817</u>
DEFERRED OUTFLOWS OF RESOURCES			
Deferred Outflows of Resources - Pension	<u>886,557</u>	<u>288,061</u>	<u>1,174,618</u>
LIABILITIES:			
Current Liabilities:			
Accounts Payable	968,087	44,954	1,013,041
Accrued liabilities	37,325	--	37,325
Accrued Interest Payable	37,526	22,846	60,372
Consumer Overpayments and Deposits	--	82,880	82,880
Compensated Absences	116,355	37,392	153,747
Noncurrent Liabilities:			
Net Pension Liability	3,106,827	1,184,411	4,291,238
Due within one year	405,254	37,549	442,803
Due in more than one year	1,753,255	1,631,674	3,384,929
Total Liabilities	<u>6,424,629</u>	<u>3,041,706</u>	<u>9,466,335</u>
DEFERRED INFLOWS OF RESOURCES:			
Deferred Inflows of Resources - Pensions	<u>66,863</u>	<u>49,040</u>	<u>115,903</u>
NET POSITION:			
Net investment in Capital Assets	18,776,717	2,465,645	21,242,362
Restricted For:			
State and Federal Programs	1,286,376	--	1,286,376
Debt Service	663,756	--	663,756
Capital Projects	3,241,676	--	3,241,676
Special Purpose	795,743	--	795,743
Unrestricted	2,829,797	107,487	2,937,284
Total Net Position	<u>\$ 27,594,065</u>	<u>\$ 2,573,132</u>	<u>\$ 30,167,197</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2019

Functions/Programs	Expenses	Program Revenues	
		Charges for Services	Operating Grants and Contributions
PRIMARY GOVERNMENT:			
Governmental Activities:			
General Government	\$ 1,408,014	\$ --	\$ 4,373
Public Safety	2,084,507	6,205	176,632
Public Works	547,234	175,797	1,010,728
Community Development	625,700	611,273	5,000
Culture and Recreation	271,099	16,710	--
Interest on Long-term Debt	216,917	--	--
Total Governmental Activities	<u>5,153,471</u>	<u>809,985</u>	<u>1,196,733</u>
Business-type Activities:			
Water	1,791,510	1,318,102	--
Total Business-type Activities	<u>1,791,510</u>	<u>1,318,102</u>	<u>--</u>
Total Primary Government	<u>\$ 6,944,981</u>	<u>\$ 2,128,087</u>	<u>\$ 1,196,733</u>

General Revenues:
Taxes:
 Property
 Sales
 Franchise
 Utility
 Other
Motor vehicle in-lieu taxes
Rental Income
Investment Income
Miscellaneous
Transfers
 Total General Revenues and Transfers
Change in Net Assets
Net Assets - Beginning
Prior Period Adjustment
Net Assets - Ending

The accompanying notes are an integral part of this statement.

Net (Expense) Revenue and Changes in Net Position

<u>Governmental Activities</u>	<u>Business-type Activities</u>	<u>Total</u>
\$ (1,403,641)		\$ (1,403,641)
(1,901,670)		(1,901,670)
639,291		639,291
(9,427)		(9,427)
(254,389)		(254,389)
(216,917)		(216,917)
<u>(3,146,753)</u>		<u>(3,146,753)</u>
--	\$ (473,408)	(473,408)
--	(473,408)	(473,408)
<u>(3,146,753)</u>	<u>(473,408)</u>	<u>(3,620,161)</u>
1,092,841	--	1,092,841
1,832,996	--	1,832,996
326,099	--	326,099
448,706	--	448,706
595,841	--	595,841
632,549	--	632,549
12,483	--	12,483
185,677	1,474	187,151
259,459	--	259,459
1,640	(1,640)	--
<u>5,388,291</u>	<u>(166)</u>	<u>5,388,125</u>
2,241,538	(473,574)	1,767,964
26,803,572	3,193,493	29,997,065
(1,451,045)	(146,787)	(1,597,832)
<u>\$ 27,594,065</u>	<u>\$ 2,573,132</u>	<u>\$ 30,167,197</u>

CITY OF FOWLER
BALANCE SHEET - GOVERNMENTAL FUNDS
JUNE 30, 2019

	<u>General Fund</u>	<u>Fire Construction Fund</u>
ASSETS AND OTHER DEBITS		
Assets:		
Cash and Investments	\$ 4,266,372	\$ 704,989
Cash with Fiscal Agent	--	--
Accounts Receivable	316,885	--
Due from Other Agencies	648,059	--
Community Loans	--	--
Advances to Other Funds	--	--
Advances to Successor Agency	--	--
Deposits with Others	138,316	--
Total Assets and Other Debits	<u><u>\$ 5,369,632</u></u>	<u><u>\$ 704,989</u></u>
LIABILITIES AND FUND BALANCES:		
Liabilities:		
Accounts Payable	\$ 241,496	\$ 509,217
Accrued Liabilities	37,325	--
Unavailable Revenue	95,129	--
Total Liabilities	<u><u>373,950</u></u>	<u><u>509,217</u></u>
Fund Balances:		
Restricted for:		
Special Purposes	4,000	195,772
Committed for:		
Assigned for:		
Special Purpose	--	--
Unassigned	4,991,682	--
Total Fund Balance	<u><u>4,995,682</u></u>	<u><u>195,772</u></u>
Total Liabilities and Fund Balance	<u><u>\$ 5,369,632</u></u>	<u><u>\$ 704,989</u></u>

The accompanying notes are an integral part of this statement.

<u>Fowler Public Financing Authority Debt Service Fund</u>	<u>Other Governmental Funds</u>	<u>Total Governmental Funds</u>
\$ 113,629	\$ 4,781,695	\$ 9,866,685
480,803	--	480,803
--	--	316,885
--	476,666	1,124,725
--	361,163	361,163
100,000	--	100,000
356,000	--	356,000
--	--	138,316
<u>\$ 1,050,432</u>	<u>\$ 5,619,524</u>	<u>\$ 12,744,577</u>
\$ --	\$ 217,374	\$ 968,087
--	--	37,325
--	184,000	279,129
<u>--</u>	<u>401,374</u>	<u>1,284,541</u>
1,050,432	4,814,900	6,065,104
--	403,250	403,250
--	--	4,991,682
<u>1,050,432</u>	<u>5,218,150</u>	<u>11,460,036</u>
<u>\$ 1,050,432</u>	<u>\$ 5,619,524</u>	<u>\$ 12,744,577</u>

CITY OF FOWLER
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE STATEMENT OF NET POSITION
JUNE 30, 2019

Total fund balances - governmental funds balance sheet	\$ 11,460,036
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Capital assets used in governmental activities are not reported in the funds.	20,454,423
Payables for bond principal which are not due in the current period are not reported in the funds.	(2,020,000)
Payables for bond interest which are not due in the current period are not reported in the funds.	(37,526)
Payables for notes which are not due in the current period are not reported in the funds.	(138,509)
Payables for compensated absences which are not due in the current period are not reported in the funds.	(116,355)
Revenue receivables unavailable to pay for current period expenditures are deferred in the funds.	279,129
The City's net pension liability and the related DROs & DRIs are not reported in the funds.	<u>(2,287,133)</u>
Net position of governmental activities - Statement of Net Position	<u>\$ 27,594,065</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCES - GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	General Fund	Fire Construction Fund
Revenue:		
Taxes	\$ 3,330,374	\$ --
License and Permits	1,266,169	--
Fines and Penalties	10,747	--
Revenue from Use of Money and Property	37,212	--
Charges for Service	524,399	--
Intergovernmental Revenue	191,696	--
Miscellaneous	204,824	--
Total revenues	<u>5,565,421</u>	<u>--</u>
Expenditures:		
Current:		
General Government	1,139,589	--
Public Safety	1,831,085	--
Public Works	311,618	--
Community Development	561,421	--
Culture and Recreation	294,639	--
Capital Outlay	57,628	912,695
Debt Service		
Principal	--	--
Interest	--	--
Total Expenditures	<u>4,195,980</u>	<u>912,695</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>1,369,441</u>	<u>(912,695)</u>
Other Financing Sources (Uses):		
Operating Transfers In	--	893,182
Operating Transfers Out	(306,830)	--
Total Other Financing Sources (Uses)	<u>(306,830)</u>	<u>893,182</u>
Net Change in Fund Balances	1,062,611	(19,513)
Fund Balances - Beginning	3,397,884	197,260
Prior Period Adjustment	535,187	18,025
Fund Balances - Ending	<u>\$ 4,995,682</u>	<u>\$ 195,772</u>

The accompanying notes are an integral part of this statement.

Fowler Public Financing Authority Debt Service Fund	Other Governmental Funds	Total Governmental Funds
\$ 135,152	\$ 59,634	\$ 3,525,160
--	--	1,266,169
--	--	10,747
157,684	3,264	198,160
--	46,088	570,487
--	1,196,997	1,388,693
--	--	204,824
<u>292,836</u>	<u>1,305,983</u>	<u>7,164,240</u>
7,043	--	1,146,632
--	--	1,831,085
--	190,231	501,849
--	149,513	710,934
--	37,958	332,597
--	456,865	1,427,188
310,000	17,254	327,254
212,851	238	213,089
<u>529,894</u>	<u>852,059</u>	<u>6,490,628</u>
<u>(237,058)</u>	<u>453,924</u>	<u>673,612</u>
121,600	71,936	1,086,718
--	(713,902)	(1,020,732)
<u>121,600</u>	<u>(641,966)</u>	<u>65,986</u>
(115,458)	(188,042)	739,598
785,684	5,030,429	9,411,257
380,206	375,763	1,309,181
<u>\$ 1,050,432</u>	<u>\$ 5,218,150</u>	<u>\$ 11,460,036</u>

CITY OF FOWLER

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2019**

Net change in fund balances - total governmental funds	\$ 739,598
Amounts reported for governmental activities in the Statement of Activities ("SOA") are different because:	
Capital outlays are not reported as expenses in the SOA.	1,427,187
The depreciation of capital assets used in governmental activities is not reported in the funds.	(383,225)
Transfers of assets decrease net position in the SOA but not in the funds.	(64,346)
Revenues in the SOA not providing current financial resources are not reported as revenues in the funds.	279,129
Repayment of bond principal is an expenditure in the funds but is not an expense in the SOA.	310,000
Repayment of loan principal is an expenditure in the funds but is not an expense in the SOA.	17,254
(Increase) decrease in accrued interest from beginning of period to end of period.	(3,828)
Compensated absences are reported as the amount earned in the SOA but as the amount paid in the funds.	(11,406)
Proceeds of notes do not provide revenue in the SOA, but are reported as current resources in the funds.	(50,000)
Pension expense adjustments relating to GASB 68 are recorded in the SOA but not in the funds.	<u>(18,825)</u>
Change in net position of governmental activities - Statement of Activities	<u>\$ 2,241,538</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF NET POSITION
ENTERPRISE FUND
JUNE 30, 2019

	<u>Water Fund</u>
ASSETS:	
Current Assets:	
Cash and Investments	\$ 1,094,040
Accounts Receivable, Net	146,909
Total Current Assets	<u>1,240,949</u>
Noncurrent Assets:	
Fixed Assets:	
Land	255,392
Buildings and Improvements, Net	7,720
Machinery and Equipment, Net	227,469
Infrastructures, Net	3,644,287
Total Noncurrent Assets	<u>4,134,868</u>
Total Assets	<u>5,375,817</u>
DEFERRED OUTFLOWS OF RESOURCES:	
Deferred Outflows of Resources - Pension	<u>288,061</u>
LIABILITIES:	
Current Liabilities:	
Accounts Payable	44,954
Interest Payable	22,846
Consumer Overpayments and Deposits	82,880
Compensated Absences	37,392
Total Current Liabilities	<u>188,072</u>
Noncurrent Liabilities:	
Net Pension Liability	1,184,411
Due in one year	37,549
Due in more than one year	1,631,674
Total Noncurrent Liabilities	<u>2,853,634</u>
Total Liabilities	<u>3,041,706</u>
DEFERRED INFLOWS OF RESOURCES	
Deferred Inflows of Resources - Pension	<u>49,040</u>
NET POSITION:	
Investment in Capital Assets, Net of Related Debt	4,134,868
Unrestricted (Deficit)	<u>(1,561,736)</u>
Total Net Position	<u>\$ 2,573,132</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER**STATEMENT OF REVENUES, EXPENSES, AND CHANGES
IN FUND NET POSITION - ENTERPRISE FUND
FOR THE YEAR ENDED JUNE 30, 2019**

	<u>Water Fund</u>
OPERATING REVENUES:	
Charges for services	\$ <u>1,318,102</u>
OPERATING EXPENSES:	
Personnel costs	1,066,640
Materials and Supplies	119,712
Contract Services	64,550
Utilities	182,973
Insurance	25,172
Repairs and Maintenance	57,562
Rent and leases	9,600
Depreciation	182,888
Bad Debt Expense	(6,625)
Other	14,541
Total Operating Expenses	<u>1,717,013</u>
Operating Income	<u>(398,911)</u>
NON-OPERATING REVENUES (EXPENSES):	
Interest Revenue	1,474
Interest Expense	(74,497)
Total Non-operating Revenues (Expenses)	<u>(73,023)</u>
Income before Transfers	<u>(471,934)</u>
Interfund Operating Transfers In	64,346
Interfund Operating Transfers Out	(65,986)
Change in Net Position	<u>(473,574)</u>
Total Net Position - Beginning	<u>3,193,493</u>
Prior Period Adjustment	(146,787)
Total Net Position - Ending	<u>\$ <u>2,573,132</u></u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	<u>Water Fund</u>
Cash Flows from Operating Activities:	
Cash Received from Customers	\$ 1,295,272
Cash Payments to Suppliers for Goods and Services	402,558
Cash Payments to Employees for Services	556,344
Other Operating Cash Receipts (Payments)	979
Net Cash Provided (Used) by Operating Activities	<u>335,391</u>
Cash Flows from Non-capital Financing Activities:	
Transfers From (To) Other Funds	(1,640)
Net Cash Provided (Used) by Non-capital Financing Activities	<u>(1,640)</u>
Cash Flows from Capital and Related Financing Activities:	
Principal and Interest Paid	(133,797)
Payment to Acquire Fixed Assets	(64,346)
Net Cash Provided (Used) for Capital & Related Financing Activities	<u>(198,143)</u>
Cash Flows from Investing Activities:	
Interest Income	1,474
Net Cash Provided (Used) for Investing Activities	<u>1,474</u>
Net Increase (Decrease) in Cash and Cash Equivalents	137,082
Cash and Cash Equivalents at Beginning of Year	956,958
Cash and Cash Equivalents at End of Year	<u>\$ 1,094,040</u>
Reconciliation of Operating Income to Net Cash	
Provided by Operating Activities:	
Operating Income (Loss)	\$ (398,911)
Adjustments to Reconcile Operating Income to Net Cash	
Provided by Operating Activities	
Depreciation	182,888
Change in Assets and Liabilities:	
Decrease (Increase) in Receivables	(23,654)
Decrease (Increase) in Inventory	58,442
Increase (Decrease) NPL & related DRO & DRI	502,634
Increase (Decrease) in Accounts Payable	6,485
Increase (Decrease) in Interest Payable	(979)
Decrease (Increase) in Customer Deposits	824
Increase (Decrease) in Compensated Absences	7,662
Total Adjustments	<u>734,302</u>
Net Cash Provided (Used) by Operating Activities	<u>\$ 335,391</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
JUNE 30, 2019

	Redevelopment Successor Agency Private-Purpose Trust Fund
ASSETS:	
Cash and Investments	\$ 97,575
Total Current Assets	<u>97,575</u>
LIABILITIES:	
Current Liabilities	
Accounts Payable	3,600
Accrued Liabilities	9,907
Total Current Liabilities	<u>13,507</u>
Noncurrent Liabilities	
Due in more than one year	356,000
Total Noncurrent Liabilities	<u>356,000</u>
Total Liabilities	<u>369,507</u>
NET POSITION	
Restricted	(271,932)
TOTAL NET POSITION	<u>\$ (271,932)</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Redevelopment Successor Agency Private-Purpose Trust Fund
ADDITIONS:	
Tax Revenue	\$ 109,232
Total Additions	<u>109,232</u>
DEDUCTIONS:	
Personnel Costs	10,498
Professional Services	9,784
Debt Service - Interest	38,250
Total Deductions	<u>58,532</u>
Change in Fiduciary Net Position	50,700
Net Position-Beginning of the Year	(156,838)
Prior Period Adjustment	(165,794)
Net Position-End of the Year	<u>\$ (271,932)</u>

The accompanying notes are an integral part of this statement.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

A. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

1. General Statement

The City of Fowler, California was incorporated June 15, 1908. The City is a general law city and as such draws its authority from the constitution and laws of the State of California. The City has a council/manager form of government and is governed by a five member elected council. The City Manager is appointed by the City Council. The City provides the following services: police and fire protection, street construction and maintenance, public improvements, planning and zoning, recreation, and general administrative services. The City also operates the water utility enterprise.

The accounting policies of the City relating to the funds included in the accompanying basic financial statements conform to accounting principles generally accepted in the United States of America applicable to state and local governments. Generally accepted principles for local governments include those principles prescribed by the Governmental Accounting Standards Board (GASB), the American Institute of Certified Public accountants in the publication entitled *Audits of State and Local Governmental Units*.

2. Reporting Entity

The City's financial reporting entity comprises the following:

Primary Government: City of Fowler

Blended Component Units: Fowler Public Financing Authority

In determining the financial reporting entity, the City complies with the provisions of GASB Statement No. 14, *The Financial Reporting Entity*, and includes all component units of which the City appointed a voting majority of the units' board; the City is either able to impose its will on the unit or a financial benefit or burden relationship exists.

Blended Component Units

Blended component units are separate legal entities that meet the component unit criteria described above and whose governing body is the same or substantially the same as the City Council or the component unit provides services entirely to the City. These component units' funds are blended into those of the City's by appropriate activity type to compose the primary government presentation.

Discretely Presented Component Units

Discretely presented component units are separate legal entities that meet the component unit criteria described above but do not meet the criteria for blending. Currently, the City has no discretely presented component units.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

Component Unit	Brief Description/Inclusion Criteria	Reporting
Fowler Public Financing Authority	The Fowler Public Financing Authority is a joint exercise of powers agency duly organized and existing under the laws of the State of California. The Authority's specific and primary purpose is to provide financial assistance to the City of Fowler by acquiring qualified obligations from the City which were issued for the acquisition, construction, and improvement of public facilities and property. The current City Council serves as entire governing body (Trustees). Any issuance of debt would require a two-thirds approval of the City Council.	Debt Service Fund

3. Basis of Presentation, Basis of Accounting

a. Change in Accounting Policies

The City has adopted accounting policies compliant with new pronouncements issued by the Governmental Accounting Standards Board (GASB) that are effective for the fiscal year ended June 30, 2019. Those newly implemented pronouncements are as follows:

GASB Statement No. 83 – Certain Asset Retirement Obligations

This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this Statement.

This Statement establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for AROs. This Statement requires that recognition occur when the liability is both incurred and reasonably estimable. The determination of when the liability is incurred should be based on the occurrence of external laws, regulations, contracts, or court judgements, together with the occurrence of an internal event that obligates a government to perform asset retirement activities. Laws and regulations may require governments to take specific actions to retire certain tangible capital assets at the end of the useful lives of those capital assets, such as decommissioning nuclear reactors and dismantling and removing sewage treatment plants. Other obligations to retire tangible capital assets may arise from contracts or court judgements. Internal obligating events include the occurrence of contamination, placing into operation a tangible capital asset that is required to be retired, abandoning a tangible capital asset before it is placed into operation, or acquiring a tangible capital asset that has an existing ARO.

The City has implemented the provisions of this Statement as of June 30, 2019.

GASB Statement No. 88 – Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements

The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

This Statement defines debt for purposes of disclosure in notes to financial statements as a liability that arises from a contractual obligation to pay cash (or other assets that may be used in lieu of cash) in one or more payments to settle an amount that is fixed at the date the contractual obligation is established.

This Statement requires that additional essential information related to debt be disclosed in notes to financial statements, including unused lines of credit; assets pledged as collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses.

For notes to financial statements related to debt, this Statement also requires that existing and additional information be provided for direct borrowings and direct placements of debt separately from other debt.

The City has implemented the provisions of the Statement as of June 30, 2019.

b. Basis of Presentation

The government-wide financial statements (the statement of net position and the statement of activities) report information on all of the activities of the City, except for fiduciary activities. Eliminations have been made to minimize the double counting of internal activities. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of a given program are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific program. The City does not allocate indirect expenses on the statement of activities. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given program and 2) operating or capital grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Fund Financial Statements: The City segregates transactions related to certain functions or activities in separate funds in order to aid financial management and to demonstrate legal compliance. Separate statements are presented for governmental and proprietary activities. These statements present each major fund as a separate column on the fund financial statements; all non-major funds are aggregated and presented in a single column.

Governmental funds are those funds through which most governmental functions typically are financed. The measurement focus of governmental funds is on the sources, uses and balance of current financial resources.

The City has presented the following major governmental funds:

The General Fund is the main operating fund of the City. This fund is used to account for all financial resources not accounted for in other funds. All general tax revenues and other receipts that are not restricted by law or contractual agreement to some other fund are accounted for in this fund. General operating expenditures, fixed charges and capital improvement costs that are not paid through other funds are paid from the General Fund.

The Fire Construction Fund is used to account separately for construction costs for the new fire station.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

The Fowler Public Financing Authority (PFA) Debt Service Fund accounts for PFA debt.

The City reports the following non-major governmental funds:

Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes. The following special revenue funds are utilized by the City:

- The Recycling Grant Fund is used to account separately from state revenues used for recycling initiatives of the City.
- The Gas Tax Fund is used to account separately for state revenues used for street and road purposes.
- The Street Projects Fund is used to account separately for federal and state revenues used for local street projects.
- The Traffic Congestion Relief Fund is used to account separately for state grant revenues used for transportation projects that improve traffic mobility and relieve congestion, connect transportation systems, and provide for better goods movement.
- The LTF Article 3 Fund is used to account separately for state revenues used for local pedestrian and bicycle path projects.
- LTF Article 8 Fund is used to account separately for state revenues used for local streets and roads projects.
- The Measure C Fund is used to account separately for County revenues used for roads and transportation projects in Fresno County.
- The Road Maintenance and Rehabilitation Act SBI Fund is used to account separately for state revenues used for transportation projects.
- The Community Development Block Grant Fund is used to account separately for state grant funding to assist in development activities.

Debt Service Funds are used to account for the accumulation of resources for, and the payment of, general-long term debt principal, interest, and related costs. The following debt service funds are maintained by the City:

- The Debt Service 88-1 Fund is used to account for the accumulation of resources for, and the repayment of, City bonds, interest and related costs.
- The Debt Service Fire Station Fund is used to account separately for debt service for the new fire station.

Capital Projects Funds are used to account for the acquisition and/or construction of all major governmental general fixed assets. The City maintains the following capital projects funds:

- The Water Well Maintenance Fund is used to account separately for water well maintenance fees collected by the City through the building permit system as well as to track the expenses incurred by the City to maintain its water wells.
- The Groundwater Fund is used to account for fees paid to the Consolidated Irrigation District (District) to be placed into a groundwater management and replenishment fund for purposes of implementing groundwater replenishment methodologies to benefit the City and District.
- The General Services Fund is used to account for developer fees provided for equipment, construction and maintenance of general City assets.
- The Law Enforcement Fund is used to account for developer fees provided for the purchase of vehicles and equipment.
- The Fire Department Fund is used to account for developer fees provided for the purchase of vehicles and equipment.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

- The AB 1600-Streets Fund is used to account for development impact fees to be used to reduce the impact of costs related to street maintenance and improvements.
- The Parks Fund is used to account for developer fees provided for equipment, construction and maintenance of park facilities.
- The Water Fund is used to account for developer fees provided for equipment, construction and maintenance of public works facilities.
- The Sewer Fund is used to account for developer fees provided for infrastructure construction and improvement.
- The Storm Drain Fund is used to account for developer fees provided for construction and maintenance of City infrastructure.
- The Highway 99/Merced Street Fund is used to account for developer fees provided for street and highway maintenance and construction.

In addition, the City reports the following fund types:

Proprietary Fund - Water Fund: This fund accounts for financial activity of the water utility system. Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary funds principal ongoing operations. Operating expenses for the proprietary funds include the costs of personal and contractual services, supplies and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Fiduciary funds are reported in the fiduciary fund financial statements. However, because their assets are held in a trustee or agent and are, therefore, not available to support City programs, these funds are not included in the government-wide financial statements. The Private-Purpose Trust Fund is used to account for the Assets of the former City of Fowler Redevelopment Agency during the wind down period.

c. Measurement Focus, Basis of Accounting

Measurement focus refers to what is being measured; basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurement made, regardless of the measurement focus applied.

The government-wide statements and fund financial statements for proprietary funds are reported using the economic resources measurement focus and the accrual basis of accounting. The economic resources measurement focus means all assets and liabilities (whether current or non-current) are included on the statement of net position and the operating statements present increases (revenues) and decreases (expenses) in net total assets. Under the accrual basis of accounting, revenues are recognized when earned, including unbilled water services which are accrued. Expenses are recognized at the time the liability is incurred.

Governmental fund financial statements are reported using the current financial resources measurement focus and are accounted for using the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual; i.e., when they become both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The City considers property taxes as available if they are collected within 60 days after year-end. A one-year availability period is used for recognition of all other Governmental Fund revenues. Expenditures are recorded when the related fund liability is incurred. However, debt service expenditures, except for interest payable accrued at the debt issuance date for which cash is received with the debt proceeds, as well as expenditures related to compensated absences and arbitrage are recorded only when payment has matured and will be payable shortly after year-end.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

The revenues susceptible to accrual are property taxes, franchise fees, licenses, charges for service, interest income and intergovernmental revenues. Sales taxes collected and held by the State at year-end on behalf of the government are also recognized as revenue. All other governmental fund revenues are recognized when received, as they are deemed immaterial.

4. Encumbrances

Encumbrance accounting is used in all budgeted funds to reserve portions of applicable appropriations for which commitments have been made. Encumbrances are recorded for purchase orders, contracts, and other commitments when they are written. Encumbrances are liquidated when the commitments are paid. All encumbrances are liquidated as of June 30.

5. Budgets and Budgetary Accounting

The City follows these procedures in establishing the budgetary data reflected in the financial statements.

- a. Formal budgetary integration is employed as a management control device during the year for all Governmental Fund types and Proprietary Fund types. These budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America.
- b. The City Council approves the line item budget appropriations and also approves all additions or transfers of budgeted amounts.
- c. Unused appropriations for all of the above annually budgeted funds lapse at the end of the year.
- d. The budget amounts shown in the financial statements are the final authorized amounts revised during the year.

6. Assets, Liabilities, and Equity

a. Cash and Cash Equivalents

For purposes of the statement of cash flows, the City considered all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. All cash and investments of the proprietary funds are pooled with the City's pooled cash and investments.

b. Property Taxes

Property taxes are assessed, collected, and allocated by Fresno County throughout the fiscal year according to the following property tax calendar:

Lien Date	January 1 st
Levy Date	July 1 st to June 30 th
Due Dates	November 1 st , 1 st installment, February 1 st , 2 nd installment
Delinquent Dates	December 10 th , 1 st installment, April 10 th , 2 nd installment

c. Receivable and Payable Balances

The City has provided detail of the receivable balances in Note 10. The City believes that sufficient detail of receivable and payable balances is provided in the financial statements to avoid the obscuring of significant components by aggregation. Therefore, no disclosure is provided which disaggregates those balances.

Proprietary fund receivables are shown net of an allowance for uncollectible accounts. All customers are billed monthly. The estimated value of services provided, but unbilled at year-end has been included in the accompanying financial statements.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

d. Loans Receivable

For the purpose of the Fund Financial Statements, Special Revenue Fund expenditures relating to long-term loans arising from loan subsidy programs are recorded as Community Loans Receivable.

e. Inventory and Prepaid Expenditures

Inventory items are recorded as expenditures at the time of purchase. Records are not maintained of inventory and supplies on hand.

Certain payments to vendors reflect costs applicable to future accounting periods and recorded as prepaid items.

f. Capital Assets

Purchased or constructed capital assets are reported at cost or estimated historical cost. Donated fixed assets are recorded at their estimated fair value at the date of the donation. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized. A capitalization threshold of \$5,000 is used.

Capital assets are being depreciated using the straight-line method over the following estimated useful lives:

<u>Asset Class</u>	<u>Estimated Useful Lives</u>
Buildings	10 - 50 Years
Improvements	5 - 10 Years
Machinery and Equipment	3 - 25 Years
Infrastructure	20 - 40 Years

In June 1999, the Governmental Accounting Standards Board (GASB) issued Statement No. 34 which requires the inclusion of infrastructure capital assets in local governments' basic financial statements. In accordance with Statement No. 34, the City has included the value of all infrastructure into the June 30, 2019 basic financial statements.

The City defines infrastructure as capital assets that are stationary and have expected useful lives significantly in excess of most capital assets. The assets include the street system, water purification and distribution system, sewer collection and treatment system, park and recreation improvement, storm water conveyance system, and buildings combined with the site amenities such as parking and landscaped areas used by the City in the conduct of its business.

g. Compensated Absences

It is the City's policy to permit employees to accumulate a limited amount of earned or unused vacation leave. Vacation is accumulated at 6-2/3 hours per month for full-time regular employees with less than 5 years' service to a maximum of 13-1/3 hours per month for full-time regular employees with over 10 years of service. Maximum vacation leave accumulated may not exceed 320 hours at any one time. Vacation leave may be taken as determined by the employee's Department Head, City Manager, or Council (in case of Department Heads) with due consideration for the employee's wishes and needs of the service provided. At June 30, 2019, the amount of accrued vacation pay was \$116,355 for the Governmental Activities, and \$37,392 for the Business—Type Activities.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

h. Unearned revenue

Cash received for federal and state projects and programs is recognized as revenue to the extent that qualified expenditures have been incurred. Unearned revenue is recorded to the extent cash received on specific projects and programs exceeds qualified expenditures.

i. Interfund Activity

Interfund activity results from loans, services provided, reimbursements or transfers between funds. Loans are reported as interfund receivables and payables as appropriate and are subject to elimination upon consolidation. Services provided, deemed to be at market or near market rates, are treated as revenues and expenditures or expenses. Reimbursements occur when one fund incurs a cost, charges the appropriate benefitting fund and reduces its related cost as a reimbursement. All other interfund transactions are treated as transfers. Transfers In and Transfers Out are netted and presented as a single "Transfers" line on the government-wide statement of activities. Similarly, interfund receivables and payables are netted and presented as a single "Internal Balances" line of the government-wide statement of net position.

j. Deferred Outflows/Inflows of Resources

Deferred outflows of resources is a consumption of net assets or position that is applicable to a future reporting period. Deferred inflows of resources is an acquisition of net assets or net position that is applicable to a future reporting period. Deferred outflows of resources and deferred inflows of resources are recorded in accordance with GASB Statement numbers 63 and 65.

k. Long-Term Liabilities

In the government-wide financial statements, and proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net position. Bond premiums and discounts, as well as issuance costs, are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are reported as bond discounts and amortized over the term of the related debt.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts not withheld from the actual debt proceeds received are reported as debt service expenditures. Discounts withheld from the debt proceeds are reported as other financing uses.

l. Fund Balances

Fund balance for governmental funds is reported in classifications that comprise a hierarchy based primarily on the extent to which the government is bound to honor constraints on the specific purposes for which amounts in those funds can be spent.

Governmental fund balance is classified as nonspendable, restricted, committed, assigned or unassigned. Following are descriptions of fund classifications used by the City:

Restricted fund balance includes amounts that have constraints placed upon the use of the resources either by an external party or imposed by law through a constitutional provision or enabling legislation.

Committed fund balance includes amounts that can be used only for the specific purposes pursuant to constraints imposed by a formal action of the Board, the City's highest level of decision-making authority. This formal action is the majority vote of the City's Governing Board.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

Assigned fund balance includes amounts that are constrained by the City's intent to be used for a specific purpose, but are neither restricted nor committed. For governmental funds, other than the general fund, this is the residual amount within the fund that is not restricted or committed. Assignments of fund balance are created by the City Manager and Finance Director pursuant to authorization established by Board Policy.

Unassigned fund balance is the residual classification for the general fund. This classification represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes within the general fund. The general fund should be the only fund that reports a positive unassigned fund balance amount. In other governmental funds, it may be necessary to report a negative unassigned fund balance.

When expenditures/expenses are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) resources are available, it is the City's general policy to use restricted resources first. When expenditures/expenses are incurred for purposes for which unrestricted (committed, assigned, and unassigned) resources are available, and amount in any of these unrestricted classifications could be used, it is the City's general policy to spend committed resources first, followed by assigned amounts, and then unassigned amounts.

m. Net Position

Invested in Capital Assets, Net of Related Debt – This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that attributed to the acquisition, construction, or improvement of the assets.

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that do not meet the definition of "invested in capital assets, net of related debt" or "restricted net position."

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the City's policy is to apply restricted net position first.

n. Pensions

For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the City of Fowler's California Public Retirement System (CalPERS) Plan (Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value. CalPERS audited financial statements are publicly available reports that can be obtained at CalPERS' website under Forms and Publications.

GASB 68 requires that the reported results must pertain to liability and asset information within certain defined time frames. For this report, the following time frames are used:

Valuation Date (VD)	June 30, 2017
Measurement Date (MD)	June 30, 2018
Measurement Period (MP)	July 1, 2017 to June 30, 2018

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

o. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

7. Compliance and Accountability

a. Finance-Related Legal and Contractual Provisions

In accordance with GASB Statement No. 38, "Certain Financial Statement Note Disclosures," violations of finance-related legal and contractual provisions, if any, are reported below, along with actions taken to address such violations:

<u>Violation</u>	<u>Action Taken</u>
None reported	Not applicable

b. Deficit Fund Balance or Fund Net Position of Individual Funds

Following are funds that have deficit fund balances or fund net assets at year end, if any, along with remarks which address such deficits:

<u>Fund Name</u>	<u>Deficit Amount</u>	<u>Remarks</u>
Redevelopment Successor Agency Private-Purpose Trust	\$ (271,932)	Deficit fund balance will be reduced with the future receipt of tax increment revenues.
The Street Projects Fund	\$ (92,402)	Deficit fund balance will be reduced by transferring in available cash from another fund.
The Assessment District 93-1 Fund	\$ (632,595)	Deficit fund balance will be reduced by transferring in available cash from another fund.
The Hospital Improvement Fund	\$ (75,000)	Deficit fund balance will be reduced by transferring in available cash from another fund.
The Merced Street Fund	\$ (405,000)	Deficit fund balance will be reduced by transferring in available cash from another fund.

8. Excess Expenditures Over Appropriations

As of June 30, 2019, expenditures exceeded appropriations in individual funds as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
General Fund:	
General Government	\$ 533
Community Development	\$282,492

The City exceeded budgeted expenditures in the General Fund, Community Development due to additional expenditures incurred for street projects. The excess expenditures in the General Fund, General Government are not significant.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

9. Cash and Investments

Summary of Cash and Investments

Cash and Investments at June 30, 2019 are classified in the accompanying financial statements as follows:

Statement of Net Position:

Governmental Activities:

Cash and Investments	\$ 9,866,685
Restricted Cash with a fiscal agent/trustee	480,803

Business Type Activities:

Cash and Investments	1,094,040
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Fiduciary Funds:

Cash and Investments	<u>97,576</u>
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\$ 11,539,104

Cash and investments as of June 30, 2019 consist of the following:

Deposits with financial institutions	\$ 10,268,126
Cash on hand	700
Investments	789,475
Cash with a fiscal agent/trustee	<u>480,803</u>
	<u>\$ 11,539,104</u>

Investment Authorized by the California government Code and the City's Investment Policy

The investment policy of the City is consistent with guidelines set forth under State of California Government Code Section 53602 and serves to maximize investment income consistent with safe and prudent investment practices. All surplus funds are managed by the Finance Director in compliance with the Statement of Investment Policy adopted by the City Council which delegates to the Finance Director the authority to invest city funds and to deposit securities.

The City follows the practice of pooling cash and investments of all funds. Interest income earned on pooled cash and investments is allocated monthly to the various funds based on the month-end cash and investment balances.

(a) Collateral for Deposits

The City of Fowler maintains a cash investment pool that is available for all funds. Each fund type balance in the pool is reflected on the statement of net position as cash and investments. The carrying amount of the City's cash deposits was \$10,170,550 at June 30, 2019 (excludes cash deposits of fiduciary fund). The general bank balance at June 30, 2019 was \$10,332,066 (excludes cash in bank of fiduciary fund) which was either insured or collateralized with securities held by the pledging financial institutions in the City's name as discussed below.

The California Government Code requires California banks and savings and loan associations to secure the City's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in the City's name. The market value of the pledged securities must equal at least 110% of a city's deposits. California law also allows financial institutions to secure City deposits by pledging first trust deed mortgage notes having a value of 150% of a city's total deposits.

(b) Local Agency Investment Fund (LAIF)

The City participates in an external investment pool, as defined by GASB Statement No. 31, by way of its funds on deposit in the LAIF managed by the State of California. These funds are pooled with those of other agencies in the State and invested in accordance with state guidelines. Substantially all information required for the GASB Statement No. 31 disclosure was unavailable at the time these financial statements were prepared. The balance of \$789,475 approximates the fair value. Investment gains and losses are shared proportionately by all members of LAIF and paid quarterly to each member. Investment in LAIF is not subject to risk categorization.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

Investments authorized by Debt Agreement

The balance of \$480,803 includes the bond issue proceeds trust accounts which consist of proceeds from bonds which are unspent or reserved. These funds are required to be held by outside fiscal agents under the provisions of the bond agreements. The California Government Code provides these monies in the absence of specific statutory provision governing the issuance of the certificates, may be invested in accordance with ordinance, resolutions, or indentures specifying the types of investments the fiscal agent may make. These investments are generally more restrictive than the City's investment policy, and at no time have additional investments not permitted by the City's investment policy been authorized.

Under provisions of the City's investment policy, and in accordance with Section 53601 of the California Government Code, the City may invest in the following types of investments:

Securities of the U.S. Government, or its agencies Local agency investment fund deposits (state pool)

Certificates of deposit (or time deposits) placed with Passbook savings account demand deposits commercial banks and/or savings & loan companies Small business administration loan.

Negotiable certificates of deposit
 Bankers' acceptances
 Commercial paper

Repurchase agreements
 Reverse repurchase agreements

All of the City's investment activities are within state statutes and the City's investment policy. During the year ended June 30, 2019, the City did not utilize investment types different from those categorized below. A summary of investment securities by category as of June 30, 2019 is as follows:

	<u>Fair Value</u>
Money Market Cash With Fiscal Agent	<u>\$480,803</u>

The fair value of investments held in the City Treasury grouped by maturity at June 30, 2019, is as shown below:

Maturity

Current to one year	<u>\$480,803</u>
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Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

Concentration of Credit Risk

The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The City invests solely in the Local Agency Investment Fund. All other assets are cash equivalents held in financial institution savings or checking accounts.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
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Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provisions for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies.

None of the City's deposits that were in excess of federal depository insurance limits with financial institutions were held in uncollateralized accounts.

The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools.

Investment in State Investment Pool

The City is a voluntary participant in the LAIF that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. The fair value of the City's investments in this pool is reported in the accompanying financial statements at amounts based upon the City's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the account records maintained by LAIF, which are recorded on an amortized cost basis.

Fair Value Measurements

The City categorizes the fair value measurements with the fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the relative inputs used to measure the fair value of the investments. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements).

The three levels of the fair value hierarchy are described as follows:

Level 1: Inputs to the valuation methodology are unadjusted quoted prices for identical assets in active markets that they City has the ability to access.

Level 2: Inputs to the valuation methodology include:

- Quoted prices for similar assets in active markets;
- Quoted prices for identical or similar assets in inactive markets;
- Inputs that are derived principally from on corroborated by observable market data by correlation or other means.

Level 3: Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Unobservable inputs reflect the City's own assumptions about the inputs market participants would use in pricing the asset (including assumptions about risk). Unobservable inputs are developed based on the best information available in the circumstances and include the City's own data.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
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The asset's level within the hierarchy is based on the lowest level of input that is significant to the fair value measurement. Valuation techniques used need to maximize the use of observable inputs and minimize the use of unobservable inputs. The determination of what constitutes observable requires judgement by the City's management. City management considers observable data to be the market data, which is readily available, regularly distributed or updated, reliable, and verifiable, not proprietary, and provided by multiple independent sources that are actively involved in the relevant markets.

The categorization of an investment within the hierarchy is based upon the relative observability of the inputs to its fair value measurement and does not necessarily correspond to City Management's perceived risk of that investment. The methods described may produce a fair value calculation that may not be indicative of net realizable value or reflective of future fair values. The use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date.

When available, quoted prices are used to determine fair value. When quoted prices in active markets are available, investments are classified within Level 1 of the fair value hierarchy. When quoted prices in active markets are not available, fair values are based on evaluated prices received by City's asset manager from a third-party service provider.

The City has no investments subject to categorization.

Investments Not Subject to Fair Value Hierarchy:		
California Local Agency Investment Fund		\$ 789,475
Held with Fiscal Agent:		
Money Market Mutual Funds		<u>480,803</u>
Total Investment Portfolio		<u>\$ 1,270,278</u>

10. Accounts Receivable

Receivable balance as of June 30, 2019, consist of the following:

	<u>Receivable</u>	<u>Allowance</u>	<u>Net</u>
Governmental Funds -			
Accounts Receivable	\$ 316,885	\$ -	\$ 316,885
Due from Other Agencies	1,124,725	-	1,124,725
Enterprise Fund -			
Accounts Receivable	\$ 178,537	\$ (31,628)	\$ 146,909

11. Interfund Balances and Activities

a. Transfers To and From Other Funds

Transfer in to and out from other funds at June 30, 2019, consisted of the following:

<u>Transfer Out</u>	<u>Transfer In</u>	<u>Amount</u>	<u>Purpose</u>
General Fund	Hospital Improvement Fund	\$ 21,600	To fund the 1993 Senior Center Sublease local obligation payments.
Utility users Tax Fund	Fire Construction Fund	285,230	Contribution for new fire station construction
Gas Tax Fund	Merced Street Fund	100,000	To fund Merced Street improvement local obligation payment.
Water Fund - Enterprise	Ground Water Fund	65,986	To transfer CID fees.
Fire Department Fund	Debt Service Fire Station Fund	5,950	To account for fire station project reserve proceeds in proper fund.
Debt Service Fire Station Fund	Fire Construction Fund	103,550	To account for USDA COP proceeds in proper fund.
Fire Department Fund	Fire Construction Fund	504,402	Contribution for new fire station construction costs.
		<u>\$ 1,086,718</u>	
Governmental Activities	Business-Type Activities	<u>\$ 64,346</u>	Government-Wide Transfer: reclass water-related land to Business Type Activities.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

12. Capital Assets

In accordance with GASB Statement No. 34, the City has reported all capital assets including infrastructure additions as of the beginning of the fiscal year in the government-wide statement of net position. The City elected to use the basic approach whereby accumulated depreciation and depreciation expense have been recorded. The following table presents summary information on capital assets:

	Beginning Balance July 1, 2018	Prior Period Adjustment	Increases	Decreases	Ending Balance June 30, 2019
Governmental activities:					
Capital assets not being depreciated:					
Land	\$ 1,043,531	\$ 153,794	\$ -	\$ 64,346	\$ 1,132,979
Right of ways	7,447,189	-	-	-	7,447,189
Construction in progress	177,253	(1,500)	1,362,150	-	1,537,903
Total capital assets not being depreciated	8,667,973	152,294	1,362,150	64,346	10,118,071
Capital assets being depreciated:					
Buildings and improvements	2,864,159	-	-	-	2,864,159
Machinery and equipment	2,118,592	-	65,037	-	2,183,629
Infrastructures	15,396,107	-	-	-	15,396,107
Total capital assets being depreciated	20,378,858	-	65,037	-	20,443,895
Less accumulated depreciation for:					
Buildings and improvements	1,054,064	-	86,007	-	1,140,071
Machinery and equipment	1,930,221	-	90,602	-	2,020,823
Infrastructures	5,600,343	1,139,690	206,616	-	6,946,649
Total accumulated depreciation	8,584,628	1,139,690	383,225	-	10,107,543
Total capital assets being depreciated, net	11,794,230	(1,139,690)	(318,188)	-	10,336,352
Governmental activities capital assets, net	20,462,203	(987,396)	1,043,962	64,346	20,454,423
Business-type activities:					
Capital assets not being depreciated:					
Land	191,046	-	64,346	-	255,392
Construction in progress	-	-	-	-	-
Total capital assets not being depreciated	191,046	-	64,346	-	255,392
Capital assets being depreciated:					
Buildings and improvements	12,186	-	-	-	12,186
Machinery and equipment	480,718	-	-	-	480,718
Infrastructures	6,077,395	-	-	-	6,077,395
Total capital assets being depreciated	6,570,299	-	-	-	6,570,299
Less accumulated depreciation for:					
Buildings and improvements	3,978	-	488	-	4,466
Machinery and equipment	222,784	-	30,465	-	253,249
Infrastructures	2,281,172	-	151,936	-	2,433,108
Total accumulated depreciation	2,507,934	-	182,889	-	2,690,823
Total capital assets being depreciated, net	4,062,365	-	(182,889)	-	3,879,476
Business-type activities capital assets, net	4,253,411	-	(118,543)	-	4,134,868
Total capital assets	\$ 24,715,614	\$ (987,396)	\$ 925,419	\$ 64,346	\$ 24,589,291

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

For the year ended June 30, 2019, depreciation expense on capital assets was charged to the governmental functions as follows:

General government	\$ 237,218
Public safety	28,526
Public works	103,770
Parks and recreation	13,711
Total	<u>\$ 383,225</u>

13. Community Loans Receivable

As part of the City's development plan, the City of Fowler applied for and received Community Development Block Grants (CDBG) from the U.S. Department of Housing and Urban Development. These grants are used to provide loan funding for small businesses in the City of Fowler. The purpose is to develop growth and create jobs in the community of Fowler. The loans are made at reasonable rates. The total loans receivable for the CDBG community loans is \$361,163 and is presented on the City's financial statements as noted below.

2% loan to Dale Brisco, Inc. due in monthly installments of \$644 including principal and interest.	\$ 5,933 *
2% loan to La Quinta due in monthly installments of \$2,583 including principal and interest.	286,757 *
No interest loan to Nouveau Hair Salon due in monthly installments of \$179	300
No interest loan to Espana & Associates due in monthly installments of \$119	4,879 *
No interest loan to Borga Steel Buildings and Components due in monthly installments of \$833.	<u>63,294</u>
Total Community Loans Receivable	<u>\$ 361,163</u>

* Loans in arrears as of June 30, 2019.

14. Advances Receivable

The City advanced funds in order to fund improvements within the City of Fowler. The funds noted below are responsible for repayment of advances at June 30, 2019:

Advances to Water Fund	\$ 100,000
Advances to Successor Agency	<u>356,000</u>
	<u>\$ 456,000</u>

Future commitments to the City follow:

Year Ended <u>June 30</u>	
2020	\$ 115,650
2021	114,450
2022	113,600
2023	112,050
2024	109,800
2025-2026	-
	<u>565,550</u>
Interest	<u>(109,550)</u>
Total	<u>\$ 456,000</u>

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

15. Long-Term Obligations

a. Long-Term Obligation Activity

Long-term obligations include debt and other long-term liabilities. Changes in long-term obligations for the period ended June 30, 2019, are as follows:

	Beginning Balance July 1, 2018	Prior Period Adjustment	Increases	Decreases	Ending Balance June 30, 2019	Amounts Due Within One Year
Governmental activities:						
Compensated Absences	\$ 104,951	\$ -	\$ 11,404	\$ -	\$ 116,355	\$ 116,355
Revenue bonds	1,796,000	534,000	-	310,000	2,020,000	315,000
Land Purchase Note	54,000	-	-	-	54,000	54,000
Energy Efficiency Retrofit Loan	51,763	-	-	17,254	34,509	17,254
2018 Certificate of Participation	-	-	50,000	-	50,000	19,000
	<u>2,006,714</u>	<u>534,000</u>	<u>61,404</u>	<u>327,254</u>	<u>2,274,864</u>	<u>521,609</u>
Business-type activities:						
Compensated Absences	29,730	-	7,662	-	37,392	37,392
State of California:						
Certificates of participation	1,600,900	-	-	34,300	1,566,600	35,800
Revenue Bond	125,000	(125,000)	-	-	-	-
Department of Water						
Resources note	2,623	-	-	-	2,623	1,749
	<u>1,758,253</u>	<u>(125,000)</u>	<u>7,662</u>	<u>34,300</u>	<u>1,606,615</u>	<u>74,941</u>
Trust Activities:						
Successor Agency - Revenue Bond	409,000	(409,000)	-	-	-	-
Total	<u>\$ 4,173,967</u>	<u>\$ -</u>	<u>\$ 69,066</u>	<u>\$ 361,554</u>	<u>\$ 3,881,479</u>	<u>\$ 596,550</u>

b. Revenue Bonds

The Fowler Public Financing Authority issued Refunding Revenue Bonds in the amount of \$4,435,000 in August 2012. The proceeds from the bonds were used to refund the \$4,190,000 principal amount outstanding on the 1993 and 1994 Revenue Bonds and pay the costs of issuance of the bonds. The Bonds mature through September 2027 with interest ranging from 2% to 5.10% payable semi-annually on March 15 and September 15.

The outstanding revenue bonds of the City of Fowler at June 30, 2019, are as follows:

Date of Issue	Interest Rate%	Maturity Date	Original Issue	Outstanding July 1, 2018	Issued Current Year	Redeemed Current Year	Outstanding June 30, 2019
2010	2.00-5.10	2023	\$ 4,435,000	\$ 2,330,000	\$ -	\$ 310,000	\$ 2,020,000

The annual requirements to amortize revenue bonds outstanding as of June 30, 2019, are as follows:

Year Ended June 30	Principal	Interest	Total
2020	\$ 315,000	\$ 94,106	\$ 409,106
2021	330,000	78,375	408,375
2022	355,000	61,073	416,073
2023	375,000	42,458	417,458
2024	645,000	16,448	661,448
Total	<u>\$ 2,020,000</u>	<u>\$ 292,460</u>	<u>\$ 2,312,460</u>

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
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c. Land Purchase Note

On February 24, 2010, the City purchased 8 acres of land located at South and Sunnyside Avenues for a price of \$432,000 payable in 8 annual installments of \$54,000 at no interest. Payments to commence January 6, 2011, and annually thereafter on or before January 6th until paid in full. As of June 30, 2019, the outstanding balance is \$54,000.

d. Energy Efficiency Retrofit Loan

In October 2014, the City received a loan of \$112,153 from Pacific Gas & Electric to complete energy conservation measures related to street lighting. The loan call for monthly payments of \$1,438 until April 2021 and bears no interest. Future payments are as follows:

Year Ended June 30	
2020	\$ 17,254
2021	17,255
Total	<u>\$ 34,509</u>

e. 2018 Certificates of Participation

On December 18, 2018, the City was awarded a loan from the United States Department of Agriculture, Rural Development Division, for a total of \$1,316,950. The purpose of the loan is for the construction of a Fire Station for the City of Fowler. As of June 30, 2019, the City has drawn \$50,000 at a stated interest rate of not more than 2.375% per annum. Principal payments will be due on September 1 of each year. Interest is due semi-annually on March 1 and September 1 of each year.

The annual requirements to amortize \$50,000 in funds drawn to date and the balance to yet be disbursed of the 2018 certificates of participation outstanding as of June 30, 2019, are as follows:

Year Ended June 30	Principal	Interest	Total
2020	\$ 19,000	\$ 23,689	\$ 42,689
2021	20,000	31,281	51,281
2022	20,000	31,314	51,314
2023	21,000	30,233	51,233
2024	22,000	29,728	51,728
2025-2029	118,000	140,650	258,650
2030-2034	133,000	125,661	258,661
2035-2039	150,000	108,830	258,830
2040-2044	168,000	89,955	257,955
2045-2049	190,000	68,806	258,806
2050-2054	215,000	44,718	259,718
2055-2059	240,950	17,669	258,619
2060-2064	-	-	-
2065-2069	-	-	-
Total	<u>\$ 1,316,950</u>	<u>\$ 742,534</u>	<u>\$ 2,059,484</u>

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
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f. Certificates of Participation

On September 2, 2004, the City was awarded a loan from the United States Department of Agriculture, Rural Development Division, for a total of \$1,935,000. The purpose of the loan is for water system improvements. As of June 30, 2019, the City has drawn \$1,566,600 at a stated interest rate of not more than 4.375% per annum. Principal payments will be due on September 15 of each year. Interest is due semi-annually on March 15 and September 15 of each year.

The annual requirements to amortize certificates of participation outstanding as of June 30, 2019, are as follows:

Year Ended June 30	Principal	Interest	Total
2020	\$ 35,800	\$ 67,755	\$ 103,555
2021	37,300	66,157	103,457
2022	38,900	64,490	103,390
2023	40,700	62,748	103,448
2024	42,400	60,931	103,331
2025-2030	241,700	274,490	516,190
2030-2034	299,500	215,502	515,002
2035-2039	370,900	142,452	513,352
2040-2044	459,400	51,962	511,362
Total	<u>\$ 1,566,600</u>	<u>\$ 1,006,487</u>	<u>\$ 2,573,087</u>

g. State of California Department of Water Resources Note

The State of California Department of Water Resources note is due in annual installments based upon a changing percentage of the original principal amount. The interest for the first five years of the note was deferred and is being paid in equal annual installments over the remaining life of the note.

The annual requirements to amortize the long-term notes outstanding as of June 30, 2019 are as follows:

June 30	Principal	Interest	Total
2020	\$ 1,749	\$ -	\$ 1,749
2021	874	-	874
Total	<u>\$ 2,623</u>	<u>\$ -</u>	<u>\$ 2,623</u>

16. Commitments Under Noncapitalized Leases

a. Office Equipment

The City has entered into operating leases for a postage meter and a copier with lease terms in excess of one year. These agreements contain no purchase options. The agreements contain a termination clause providing for cancellation after a specified number of days' written notice to lessors, but is unlikely that the City will cancel the agreement prior to the expiration date. Future minimum lease payments under these agreements are as follows:

Year Ended June 30	Lease Payments
2020	\$ 11,855
2021	10,079
2022	6,525
2023	4,350
Total	<u>\$ 32,809</u>

The City will receive no sublease rental revenues nor pay any contingent rentals for the postage meters or copier.

The City made lease payments of \$10,689 for this equipment during the year ended June 30, 2019.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

17. Detail of Fund Balance Classifications

Details of assigned Fund Balances are as follows:

Assigned for:	Other Governmental Funds
Water Well Maintenance	\$ 403,250

18. Pension Plans

a. General Information About the Pension Plan (CalPERS)

1. Plan Description

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost Sharing Multiple-Employer Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). The Plan consists of individual rate plans (benefit tiers) within a safety risk pool (police and fire) and miscellaneous risk pool (all other.) Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under GASB Statement No. 68. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The City of Fowler's (City) sponsors four rate plans (two miscellaneous and two safety.) Benefit provisions under the Plan are established by State statute and City resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

2. Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on year of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for the Plan are applied as specified by the Public Employees' Retirement Law.

The Plans' provisions and benefits in effect at ending June 30, 2019, are summarized as follows:

	Miscellaneous	
	1st Tier	PEPRA
Hire Date	Prior to <u>January 1, 2013</u>	On or after <u>January 1, 2013</u>
Benefit Formula	2.7% at 55	2% at 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50-55	52-67
Monthly benefits, as a % of eligible compensation	2.0% to 2.7%	1.0% to 2.5%
Required employee contribution rates	8.00%	6.25%
Required employer contribution rates	12.212%	6.842%
	Safety	
	1st Tier	PEPRA
Hire Date	Prior to <u>January 1, 2013</u>	On or after <u>January 1, 2013</u>
Benefit Formula	3% at 55	2.7% at 57
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	monthly for life	monthly for life
Retirement age	50-55	50-57
Monthly benefits, as a % of eligible compensation	2.4% to 3.0%	2.0% to 2.7%
Required employee contribution rates	9%	12%
Required employer contribution rates	18.677%	12.141%

CITY OF FOWLER
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Beginning of fiscal year 2016, CalPERS collects employer contributions for the Plan as a percentage of payroll for the normal cost portion as noted in the rates above and as a dollar amount for contributions toward the unfunded liability. The dollar amounts are billed on a monthly basis. The City's required contribution for the unfunded liability was \$286,370 for the fiscal year ended June 30, 2019.

3. Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer rates for all public employers are determined on an annual basis by the actual and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amounts necessary to finance the costs of the benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The City is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contributions may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions.

The City's contributions to the plan recognized as pension expense for the year ended June 30, 2019 were \$454,404.

b. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2019, the City reported net pension liability for its proportionate share of the net pension liability of the Plan of \$4,291,238.

The City's net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2018, and the total pension liability for each Plan used to calculate the net pension liability was determined by the actuarial valuation as of June 30, 2017 rolled forward to June 30, 2018 using standard update procedures. The City's proportion of the net pension liability was based on a projection of the City's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

The City's proportionate share of the net pension liability for each Plan as of June 30, 2017 and 2018 was as follows:

Proportion - June 30, 2017	0.0440%
Proportion - June 30, 2018	<u>0.0445%</u>
Change - Increase (Decrease)	<u>0.0005%</u>

For the year ended June 30, 2019, the City recognized pension expense of \$1,032,601. At June 30, 2019, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 511,142	\$ -
Differences between actual and expected experience	97,993	12,880
Change in assumptions	386,341	75,766
Differences between the employer's contributions and the employer's proportionate share of contributions	85,235	-
Net difference between projected and actual earnings on plan investments	21,156	-
Change in City's Proportion	<u>72,751</u>	<u>27,257</u>
Total	<u>\$ 1,174,618</u>	<u>\$ 115,903</u>

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
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\$511,142 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2020.

The other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	
2020	\$ 418,570
2021	256,804
2022	(98,740)
2023	(29,061)
Total	<u>\$ 547,573</u>

1. Actuarial Assumptions

The total pension liability in the June 30, 2017 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	June 30, 2017
Measurement Date	June 30, 2018
Actuarial Cost Method	Entry Age - Normal Cost Method

Actuarial Assumptions:

Discount Rate	7.15%
Inflation	2.50%
Payroll Growth	2.75%
Projected Salary Increase	3.30% - 14.20% (1)
Investment Rate of Return	7.15% (2)
Mortality	Derived from CalPERS Membership Data for all Funds (3)

(1) Depending on age, service and type of employment.

(2) Net of pension plan investment expenses, including inflation.

(3) The mortality tables was developed based on CalPERS specified data. The tables includes 15 years of mortality improvements using Society of Actuaries Scale of 90% of scale MP 2016.

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2017 valuation were based on the results of December 2017 actuarial experience study for the period 1997 to 2015. Further details of the Experiences Study can be found on the CalPERS website.

2. Change of Assumption

In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate.

3. Discount Rate

The discount rate used to measure the total pension liability was 7.15%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily requires rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

CITY OF FOWLER
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The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected PERF cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

The expected real rates of return by asset class are as follows:

Asset Class (a)	New		
	Strategic Allocation	Real Return Years 1-10 (b)	Real Return Years 11+ (c)
Global Equity	50.00%	4.80%	5.98%
Fixed Income	28.00%	1.00%	2.62%
Inflation Assets	0.00%	0.77%	1.81%
Private Equity	8.00%	6.30%	7.23%
Real Assets	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%
Total	<u>100.00%</u>		

(a) In the CalPERS CAFR, Fixed Incomes is included in Global Debt Securities; Liquidity is included in Short-term Investments; Inflation Assets are included on both Global Equity Securities and Global Debt Securities.

(b) An expected inflation of 2.00% used for this period.

(c) An expected inflation of 2.92% used for this period.

4. Sensitivity to Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following represents the City's proportionate share of the net pension liability for each Plan, calculated using the discount rate for each Plan, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

Discount Rate - 1%	Current Discount Rate	Discount Rate +1%
6.15%	7.15%	8.15%
\$ 6,339,444	\$ 4,291,238	\$ 2,606,067

5. Pension Plan Fiduciary Net Position

Detailed information about the Plan's fiduciary net position is available in the separately issued CalPERS financial reports.

6. Payable to the Pension Plan

The City did not have an outstanding amount of contributions to the pension plan required for the year ended June 30, 2019.

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

19. Joint Ventures (Joint Powers Agreements)

a. Central San Joaquin Valley Risk Management Authority

The City participates with other public entities in a joint venture under a joint powers agreement which establishes the Central San Joaquin Valley Risk Management Authority (CSJVRMA). The relationship between the City and CSJVRMA is such that CSJVRMA is not a component unit of the City for financial reporting purposes.

The City is covered for the first \$1,000,000 of each general liability claim and \$350,000 of each worker's compensation claim through the CSJVRMA. The City has the right to receive dividends or the obligation to pay assessments based on a formula which, among other expenses, charges the City's account for liability losses under \$25,000 and worker's compensation losses under \$10,000. The CSJVRMA participates in an excess pool which provides general liability coverage from \$1,000,000 to \$10,000,000 and purchases excess reinsurance from \$10,000,000 to \$15,000,000. The CSJVRMA participates in an excess pool which provides worker's compensation coverage from \$350,000 to \$500,000 and purchases excess reinsurance above \$500,000 to the statutory limit.

The CSJVRMA is a consortium of one hundred sixty (160) public entities in California. It was established under the provisions of California Government Code Section 6500 et seq. The CSJVRMA is governed by a Board of Directors, which meets three times per year, consisting of one representative appointed by each member. The day-to-day business is handled by a management group employed by the CSJVRMA. The financial position and results of operations for the CSJVRMA as of June 30, 2019 is presented below:

Total Assets	\$ 128,442,162
Total Liabilities	109,661,346
Members' Equity	<u>\$ 18,780,816</u>
Total Revenues for Year	\$ 53,699,356
Total Expenses for Year	52,943,942
Excess of Income Over (Under) Expenses	<u>\$ 755,414</u>

At the termination of the joint powers agreement and after all claims have been settled, any excess or deficit will be divided among the cities in accordance with its governing documents.

At June 30, 2019 the City reported \$138,316 as Deposits with Others in the Governmental Funds related to the general liability and workers' compensation programs.

b. Municipalities, Colleges, Schools Insurance Group

The Municipalities, Colleges, Schools Insurance Group (MCSIG) is a public risk sharing pool established pursuant to a Joint Powers Agreement effective November 22, 1982, for the purpose of providing a program of employee health coverage to its member organizations. MCSIG includes member school districts, colleges, municipalities, and special districts and covers more than 8,000 employees plus their dependents in the medical, dental and vision programs. A member may voluntarily withdraw from MCSIG after having completed three consecutive years as a member. Public Agency Coalition Enterprise (PACE) is an at large district that is a member organization of MCSIG. The City of Fowler has an agreement with PACE and hence is considered a member of MCSIG. The relationship between the City and MCSIG is such that MCSIG is not a component unit of the City for financial reporting purposes. The financial position and results of operations for MCSIG as of June 30, 2019 is presented below:

Total Assets & Deferred Outflows	\$ 12,632,134
Total Liabilities & Deferred Inflows	21,355,733
Member's Equity	<u>\$ (8,723,599)</u>
Total Revenues for Year	\$ 117,313,404
Total Expenses for Year	122,901,100
Excess of Income Over (Under) Expenses	<u>\$ (5,587,696)</u>

CITY OF FOWLER
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YEAR ENDED JUNE 30, 2019

Each member's pro rata share in MCSIG's Equity would be computed and distributed in accordance with the joint powers agreement, in the event of dissolution or withdrawal. Deficit net position would be assessed to the members.

20. Commitments and Contingencies

State and Federal Allowances, Awards and Grants

The City participates in various federal and state financial assistance programs. These programs are subject to program compliance audits by the grantors, which may be covered by the *Single Audit Act Amendments of 1997* and *OMB Circular A-133*. The amount, if any, of expenditures which may be disallowed by the granting agencies cannot be determined at this time, although the City expects such amounts, if any, to be immaterial.

21. Work in Progress

The City has contract commitments for construction-in-progress as follows:

	<u>Project Authorization</u>	<u>Expended to June 30, 2019</u>	<u>Committed</u>
New Fire Station	\$ 2,061,985	\$ 1,088,488	\$ 973,497
Adams Ave Project	434,290	434,290	-
Temperance/Walters Pedestrian Crossing Improvements	<u>15,165</u>	<u>15,165</u>	<u>-</u>
Total Work in Progress		<u>\$ 1,537,943</u>	

22. Deferred Compensation Plan

The City does not provide administrative nor investment advice for the Plan. Therefore, the City is not required to report the Plan assets and has excluded them from their financial statements.

23. Prior Period Adjustment

The following prior period adjustments were made to the Governmental Funds Financial Statements.

General Fund

To remove beginning balance for compensated absences from the Balance Sheet - Governmental Funds and present the balance on the Government-Wide Statement of Net Position.	\$ 104,949
To reverse prior year accounts receivable recorded in error.	(52,546)
To reconcile the City's cash in bank balance.	9,768
To adjust unearned revenue to actual with major adjustment related to 18/19A ROPS/residual payments.	146,389
To allocate excess residual allocation and administrative revenue held in the Successor Agency Private-Purpose Trust Fund.	389,082
To present prior year transient occupancy tax receivable as unavailable revenue.	(39,181)
To expense prior years' expenses posted to developer deposits liability account in error.	(23,274)
	<u>\$ 535,187</u>

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

23. Prior Period Adjustment (Continued)

Fire Construction Fund

To reconcile the City's cash in bank balance. \$ 18,025

Fowler Public Financing Authority - Debt Service Fund

To record advances from the Redevelopment Successor Agency
Private-Purpose Trust Fund and Water Fund for the General
Obligations of the 2010 PFA Bond. 534,000

To reclassify C/P - Merced St. purchased in FY2005 as capitalized
fixed asset - land. (153,794)

\$ 380,206

Other Governmental Funds

To record fiscal year 2018 LTF accounts receivable as unavailable revenues. (9,128)

To record adjusted beginning balance for CDBG loans receivable on the
governmental fund financial statements. 384,891

\$ 375,763

The following prior period adjustments were made to the Government-Wide Financial Statements.

Governmental Activities

To reclassify C/P - Merced St purchased in FY2005 as capitalized
fixed asset - land. \$ 153,794

To adjust beginning construction in progress to actual. (1,500)

To adjust beginning accumulated depreciation balance to actual. (1,139,690)

To adjust the City's allocation of the beginning Net Pension Liability
and related deferred outflows and deferred according to GASB 68 to
actual for governmental activities. 120,134

To record all of the opening 2010 Refunding Revenue Bond balance. (534,000)

To record prior year's interest expense on debt held by the City. (49,783)

\$ (1,451,045)

Business-type Activities

To adjust the City's allocation of the beginning Net Pension Liability and
related deferred outflows and deferred inflows according to GASB 68
to actual for the business-type activities. \$ (122,962)

To record prior year's interest expense on debt held by the City. (23,825)

\$ (146,787)

CITY OF FOWLER
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2019

23. Prior Period Adjustment (Continued)

The following prior period adjustments were made to the Statement of Changes in Fiduciary Net Position related to the Redevelopment Successor Agency Private-Purpose Trust Fund.

To allocate excess residual allocation and administrative revenue held in the Successor Agency Private-Purpose Trust Fund.	\$ (389,082)
To eliminate the prior year allocation of the beginning Net Pension Liability and related deferred outflows and deferred inflows according to GASB 68.	223,288
	<u>\$ (165,794)</u>

24. Litigation

The City is involved in litigation which was settled subsequent to year end. The Litigation Settlement is covered by insurance except for the retention amount of \$25,000.

Required Supplementary Information

CITY OF FOWLER
GENERAL FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE YEAR ENDED JUNE 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Positive (Negative)
	Original	Final		
Revenue:				
Taxes	\$ 2,717,140	\$ 2,717,140	\$ 3,330,374	\$ 613,234
License and Permits	981,300	981,300	1,266,169	284,869
Fines and Penalties	4,000	4,000	10,747	6,747
Revenue from Use of Money and Property	15,300	15,300	37,212	21,912
Charges for Service	383,250	383,250	524,399	141,149
Intergovernmental Revenue	483,800	483,800	191,696	(292,104)
Miscellaneous	57,000	57,000	204,824	147,824
Total revenues	<u>4,641,790</u>	<u>4,641,790</u>	<u>5,565,421</u>	<u>923,631</u>
Expenditures:				
Current:				
General Government	1,139,056	1,139,056	1,139,589	(533)
Public Safety	2,009,365	2,009,365	1,831,085	178,280
Public Works	371,831	371,831	311,618	60,213
Community Development	278,929	278,929	561,421	(282,492)
Culture and Recreation	405,889	405,889	294,639	111,250
Capital Outlay	430,000	430,000	57,628	372,372
Total Expenditures	<u>4,635,070</u>	<u>4,635,070</u>	<u>4,195,980</u>	<u>439,090</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	6,720	6,720	1,369,441	1,362,721
Other Financing Sources (Uses):				
Operating Transfers In	405,000	405,000	--	(405,000)
Operating Transfers Out	(495,483)	(495,483)	(306,830)	(188,653)
Total Other Financing Sources (Uses)	<u>(90,483)</u>	<u>(90,483)</u>	<u>(306,830)</u>	<u>216,347</u>
Net Change in Fund Balances	(83,763)	(83,763)	1,062,611	1,146,374
Fund Balances - Beginning	3,397,884	3,397,884	3,397,884	--
Prior Period Adjustment	--	--	535,187	535,187
Fund Balances - Ending	<u>\$ 3,314,121</u>	<u>\$ 3,314,121</u>	<u>\$ 4,995,682</u>	<u>\$ 1,681,561</u>

**CITY OF FOWLER
PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
LAST TEN FISCAL YEARS***

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Proportion of the net pension liability	0.0357%	0.0472%	0.0446%	0.0440%	0.0445%
Proportionate share of the net pension liability	\$ 2,241,019	\$ 3,236,451	\$ 3,856,008	\$ 4,363,092	\$ 4,291,238
Covered payroll	\$ 1,558,059	\$ 1,558,059	\$ 1,732,590	\$ 1,783,798	\$ 1,594,792
Proportionate share of the net pension liability as a percentage of its covered-employee payroll	143.83%	207.72%	222.56%	244.60%	269.08%
Plan fiduciary net position as percentage of total pension liability	81.36%	72.42%	69.20%	69.34%	71.42%

NOTES TO SCHEDULE

Change in Benefit Terms – None

Changes in Assumptions – In December 2017, the CalPERS Board of Administration adopted new mortality assumptions for plans practicing in Public Employees' Retirement Fund (PERF), the inflation assumption was reduced from 2.75 percent to 2.50 percent, and the assumptions for individual salary increases and overall payroll growth were reduced from 3.00 percent to 2.50 percent.

*Schedule in intended to show information for ten years. Additional years will be displayed as they become available.

CITY OF FOWLER
SCHEDULE OF THE CITY'S CONTRIBUTIONS
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
LAST TEN FISCAL YEARS*

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Actuarially required contribution (actuarially determined)	\$ 408,694	\$ 424,070	\$ 453,902	\$ 454,404	\$ 511,142
Contributions in relation to the actuarially determined contributions	<u>408,694</u>	<u>424,070</u>	<u>453,902</u>	<u>454,404</u>	<u>511,142</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 1,558,059	\$ 1,028,213	\$ 1,783,798	\$ 1,594,792	\$ 1,691,707
Contributions as a percentage of covered- payroll	26.23%	24.74%	25.45%	28.49%	30.21%

*Schedule is intended to show information for ten years. Additional years will be displayed as they become available.

Other Independent Auditor's Reports

Independent Auditor's Report on Internal Control Over Financial Reporting
and on Compliance and Other Matters Based on an Audit of Financial
Statements Performed in Accordance With *Government Auditing Standards*

The Honorable Members of the City Council
Fowler, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of City of Fowler's, as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise City of Fowler's basic financial statements, and have issued our report thereon dated November 29, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered City of Fowler's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City of Fowler's internal control. Accordingly, we do not express an opinion on the effectiveness of City of Fowler's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as described in the accompanying schedule of findings and questioned costs, we identified certain deficiencies in internal control that we consider to be material weaknesses and other deficiencies that we consider to be significant deficiencies.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of City of Fowler's financial statements will not be prevented or detected and corrected on a timely basis. We consider the deficiencies described in the accompanying schedule of findings and questioned costs as items 2019-002 and 2019-006 to be material weaknesses.

A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiencies described in the accompanying schedule of findings and questioned costs as items 2019-001 to be significant deficiency.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether City of Fowler's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

City of Fowler's Response to Findings

City of Fowler's response to the findings identified in our audit is described in the accompanying schedule of findings and questioned costs. City of Fowler's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Governmental Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Borchardt, Corona, Faeth
& Gjakavian*

Fresno, California
November 29, 2021

Findings and Recommendations Section

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Summary of Auditors' Results

(1) Financial Statements

Type of auditors' report issued:	<u>Unmodified</u>
Internal control over financial reporting:	
Material weakness(es) identified?	<u> X </u> Yes <u> </u> No
Significant deficiency(ies) identified not considered to be material weakness(es)	<u> X </u> Yes <u> </u> None reported
Noncompliance material to financial statements noted?	<u> </u> Yes <u> X </u> No

(2) Federal Awards

Internal control over major programs:	
Material weakness(es) identified?	Not Applicable
Significant deficiency(ies) identified not considered to be material weakness(es)	Not Applicable
Type of auditors' report issued on compliance for major programs:	Not Applicable
Any audit findings disclosed that are required to be reported in accordance with Circular A-133, Section .510(a)	Not Applicable
Identification of major programs:	Not Applicable
Dollar threshold used to distinguish between Type A and Type B programs	Not Applicable
Auditee qualified as low-risk auditee?	Not Applicable

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Findings

Finding Identification

2019 - 001 *Internal Controls – Water Consumer Deposits*

Criteria or Specific Requirement

Accounting principles generally accepted in the United States of America require internal controls which generate relevant and quality data to support the City's financial information reporting.

Per City Ordinance, "A guarantee deposit with the Water Department made by a consumer who owns the property receiving services and whose account has not been in arrears at any time during the first year of such deposit shall be returned after the expiration of said year. If the service is discontinued in less than one year, the deposit will be returned provided all outstanding bills against the consumer for water services have been paid. Any deposit uncalled for or returned within five (5) year after the date the deposit was made will become the property of, and be retained by, the Water Department. Deposits of renters will be retained until water services are discontinued."

Condition

During our audit of the water consumer deposits collected by the City from residential and commercial consumers we noted that while the City hired a CPA consultant firm to review the balance and record adjustments as considered necessary according to the City's Ordinance, this exercise was done in arrears during the FY 2020-21 rather than on a routine basis during FY 2018-19.

Effect

The City likely did not have timely and accurate financial information on hand related to the water consumer deposits balance for residential and commercial customers during FY 2018-19, this can cause the decision-making process of the City to be faulty.

Cause

The City management was not available to implement City Ordinance on water consumer deposits and a proper review and reconciliation exercise of the balance on a routine basis.

Questioned Costs

Not able to determine.

Recommendation

We recommend City staff administer water deposits according to City ordinance, management ensure the balance is routinely reviewed for accuracy and a proper audit trail is maintained on file as evidence to support the balance on the books.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Findings

Finding Identification

2019 - 002 *Internal Controls – Water Consumer Overpayments and Accounts Receivable*

Criteria or Specific Requirement

Accounting principles generally accepted in the United States of America require internal controls which generate relevant and quality data to support the City's financial information reporting.

Condition

During our audit of the payments received by the City for water service from residential and commercial consumers we noted that while the City hired a CPA consultant firm to review the water overpayments liability balance and the accounts receivable balance and record adjustments as considered necessary, this exercise was done in arrears during the FY 2020-21 rather than on a routine basis during FY 2018-19. The consultant firm also found it was not possible to acquire a proper listing of the balances by consumer as the cutoff timeline for generating reports from the financial information system was missed.

Effect

The City likely did not have timely financial information on hand related to the water overpayments and accounts receivable balances for residential and commercial consumers during FY 2018-19; this can cause the decision-making process of the City to be faulty.

Cause

The City management was not available to implement a proper review and reconciliation exercise of the balances on a routine basis.

Questioned Costs

Not able to determine

Recommendation

We recommend City management ensure that balances are routinely reviewed for accuracy and that a proper audit trail is maintained on file as evidence to support the balance on the books.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Findings

Finding Identification

2019 - 003 *Internal Controls – Closing Books*

Criteria or Specific Requirement

Accounting principles generally accepted in the United State of America require adequate internal controls to ensure accounting transactions are properly recorded on the books.

Condition

While conducting our audit, we noted the City did not close its books on a timely basis. We also noted a high volume of transaction recorded through the adjusting journal entries process rather than the usual recording processes. Soon after the resignation of the finance director working for the City during FY 2018/19, the City hired a CPA consultant firm to assist with the close of the books. The CPA consultant firm prepared almost 100 adjusting entries and commented on a general lack of internal controls and procedures in the financial transaction recording process at the City. In addition, we prepared several audit adjustments related to proper cutoff balances for accounts receivable, revenues, accounts payable and expenditures.

Effect

When a proper and timely closing process is not performed, City staff and constituents may be relying on faulty and incomplete financial data in making real time decisions or external reporting. This can lead to a potential material errors in financial presentation at the city, and cause delays in proper cutoff at year end and a delay the City's annual audit report issued.

Cause

While City management seemed to have made efforts during FY 2018-19 to implement better internal control processes to safeguard the City's assets and properly record financial transactions at the City with retaining better audit trails; the process of implementation seemed inconsistent, at times incomplete and with accounting errors.

Questioned Costs

None

Recommendation

We recommend the City management continue to work on improving the closing process and internal control processes in accounting of City's financial transactions.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Findings

Finding Identification

2019 - 004 *Internal Controls – Cash*

Criteria or Specific Requirement

Accounting principles generally accepted in the United States of America require internal controls to safeguard and preserve assets, protect against improper fund disbursement, and to ensure transactions are properly recorded.

Condition

While auditing the City's cash balances, we noted bank reconciliations were prepared by the CPA firm consultant hired by the City during FY 2020-21 rather than on a periodic basis during FY 2018-19. We also noted the CPA Firm consultant made large adjustments to the books due to financial transactions observed on the bank statements but not recorded on the books, transactions recorded with errors or duplications on the books, and transactions recorded with timing lags on the books.

Effect

The City operated during the FY 2018-19 with cash balances which were inaccurate and if relied on could have caused the decision-making process at the City to be relying on inaccurate financial balances. The lack of periodic review and reconciliations of cash balances is likely to increase the opportunities for misappropriations and or misuse of City's cash.

Cause

The City management was not available or lacked the technical proficiency to implement proper review and reconciliation of the cash balances on a routine basis.

Questioned Costs

None

Recommendation

We recommend the City management ensure to implement an appropriate process for the review and reconciliation of cash balances on a periodic basis with internal controls to ensure the safeguard of the asset.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Audit Findings and Questioned Costs

Finding Identification

2019 - 005 Internal Controls - Expenditures and Credit Cards

Criteria or Specific Requirement

Accounting principles generally accepted in the United States of America require internal controls to safeguard and preserve assets, protect against improper fund disbursement, and to ensure transactions are properly recorded.

Condition

During our audit of a sample of cash disbursements including disbursements through credit cards issued by the City to staff we noted the following items of concern:

1. One cash disbursement for engineering services was missing expense authorization.
2. While the City's procedure is for the finance director to review a list of cash disbursements for authorization prior to warrants being issued, we noticed our expenditure selected for the walkthrough of this procedure was not on a list of cash disbursements with authorization sign off by the finance director.
3. The City's policy is to have a credit card use agreement signed by each employee issued a credit card; we noted not every employee issued a credit card had a signed credit card agreement on file for the credit card. The documentation on credit cards being issued with the credit card use agreement was unclear, incomplete or outdated at times and overall a complete and current list of credit card holders and agreements was not on file for proper tracking and accountability.
4. An audit trail of payment authorization on the credit card balance was lacking on some instances; even though a copy of the warrant was kept on file in some cases the warrant was issued prior to approval signatures.
5. We noticed a disbursement in which the City manager was the only individual approving payment on their charges on the credit card and on a separate disbursement, the City manager documented the charge on the credit card through a notation on an envelope rather than the use of the Credit Card Use Form.
6. We noted payment on a credit card balance was paid through automatic withdrawal from the City's bank account without proper internal control procedures for preapproval of disbursement.
7. We noted expenses paid through credit card being posted to the books in an untimely basis.
8. Even though a Credit Card Use Form was implemented by the City's finance department to provide for itemization of expenditures charged on the credit card and review and authorization of the charges by appropriate oversight personnel, we noticed the use of the form was inconsistently implemented.
9. We noted credit card charges which were paid without supporting receipts and documentation of expense on file.

Effect

The above issues are the result of breaks on internal controls over cash disbursements and the use of credit cards. This can result in improper fund disbursement and misuse of credit cards issued by the City.

Cause

The City management seems to have had a difficult time implementing a proper internal control process over cash disbursements of the City.

Questioned Costs

Unknown

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Audit Findings and Questioned Costs

Finding Identification

2019 - 005 Internal Controls - Expenditures and Credit Cards (continued)

Recommendation

We recommend the City implement an appropriate process for the authorization of cash disbursements with proper audit trail documentation on file as well as implement its Credit Card Use Policy properly.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

CITY OF FOWLER
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2019

Financial Statement Audit Findings and Questioned Costs

Finding Identification

2019 - 006 Internal Controls – Building Permit and Impact Fees

Criteria or Specific Requirement

Accounting principles generally accepted in the United States of America require internal controls to safeguard and preserve assets, and to ensure transactions are properly recorded.

Condition

During our audit, we selected a sample of building permits and performed procedures to review supporting documentation for the proper implementation of safeguarding and recording procedures over billing, collection and recording of the receipts. We noted the following weaknesses in internal controls:

We noticed a handful of the building permits in our sample did not have the signed copy of the building permit application on file. We viewed an unsigned copy printed from the City's tracking software during our audit.

For the sample of building permit receipts collected by the City during the year contemporaneous documentation for calculations and itemizations completed by the building official for assessment of fees like grading permit fees, electrical permit fees, mechanical permit fees and plumbing permit fees was not available for audit in considering whether the fees were assessed according to City policy. The building official in the past audit indicated he used a building permit software in calculating the fees for building permits at the time of billing the customer, however, documentation on these calculations was not kept on file. Through verbal recalculations provided by the building official it seemed assessment of fees had been completed based on adopted City policy. In addition, the building official seemed to be the only staff responsible for assessment of fees without a level of review and oversight over his work in this area.

Effect

The lack of proper documentation for fees assessed and the lack of review and oversight over the building officials' duties is a weakness in internal controls which can lead to the City's assessment of fees to be considered questionable and open to conflict with the City's citizen's trust in the appropriateness of the City's procedures and policies when assessing fees.

Cause

The City seems to have struggled with the accountability aspect in the building department as well as the communication and record retention in this department. The finance department expressed implementing efforts to better the process during FY 2018-19 however, it seems the implementation was not addressed as planned. The building official during FY 2018-19 is no longer employed by the City, this may have also led to the lack of signed building permit applications or the misplacement of them.

Questioned Costs

Unknown

Recommendation

We recommend the following: the City retains signed building permit applications on file for accountability and support of building and impact fees assessed on each build permit issued; the City implement an audit trail that includes documentation of calculations and itemizations prepared to arrive at all fees assessed when issuing building permit fees and we recommend a process of review and oversight over the building officials work of fees assessment is implemented to help identify any possible omissions or errors in the assessment of fees and ensure assessment of fees is according to City adopted policies.

Views of Responsible Officials and Planned Corrective Actions

The City agrees with this finding. Please refer to the corrective action section within the Findings and Recommendations section.

**CITY OF FOWLER
CORRECTIVE ACTION PLAN
YEAR ENDED JUNE 30, 2019**

Financial Statement Findings

Finding Identification

2019 - 001 *Internal Controls – Water Consumer Deposits*

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city is in the process of making the changes to administer water deposits accordingly to City ordinance, and to implement a procedure to review balances on a timely basis for accuracy with all supporting documents to balance the books.

Proposed Completion Date: Fiscal Year 21-22

Finding Identification

2019 - 002 *Internal Controls – Water Consumer Overpayments and Accounts Receivable*

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city is in the process of making the changes to implement a procedure to review balances on a timely basis for accuracy with all supporting documents to balance the books.

Proposed Completion Date: Fiscal Year 21-22

Finding Identification

2019 - 003 *Internal Controls – Closing Books*

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city is in the process of making the changes to implement a procedure manual for the accounting of the City's financial transactions for internal control and closing process.

Proposed Completion Date: Fiscal Year 21-22

Finding Identification

2019 - 004 *Internal Controls – Cash*

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city is in the process of making changes to implement a procedure for the review and reconciliation of cash balances on a periodic basis with internal controls to ensure the safeguard of the asset.

Proposed Completion Date: Fiscal Year 21-22

**CITY OF FOWLER
CORRECTIVE ACTION PLAN
YEAR ENDED JUNE 30, 2019**

Finding Identification

2019 - 005 Internal Controls - Expenditures and Credit Cards

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city in the process of making changes to internal control in implementing the appropriate process for the authorization of cash disbursements with proper audit trail documentation on file as well as implement its Credit Card Use Policy properly.

Proposed Completion Date: Fiscal Year 21-22

Finding Identification

2019 - 006 Internal Controls – Building Permit and Impact Fees

Name of contact person: Margarita Moreno, Finance Director

Corrective Action: The city is in the process of making changes to retain the required documents for auditing purposes and support of building and impact fees assessed on each build permit issued; implement an audit trail that includes documentation of calculations and itemizations prepared, implement a process of review and oversight over the building officials work of fees assessment according to City adopted policies.

Proposed Completion Date: Fiscal Year 21-22

**CITY OF FOWLER
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
YEAR ENDED JUNE 30, 2019**

1. Finding/Recommendation

We were unable to test the accuracy of water consumer deposits balance of \$98,157 collected by the City form residential and commercial consumers since the City did not review the balance on a routine basis or maintain an audit trail of supporting documentation as evidence of the propriety of the balance on the books.

In response to our comments during the audit and suspecting the balances were misstated, after fiscal year end, City finance prepared a general review of the balances for the purpose of offering an estimate of balances, they suspect they may be expired deposits as of June 30, 2018. As a result of this exercise, allowance for doubtful accounts has been presented on the financial statements with the understanding that city finance staff will prepare a more diligent review of consumer deposit balances for the upcoming audit year.

It was recommended that the City staff administer water deposits accordingly to City ordinance, management ensure the balance is routinely reviewed for accuracy and a proper audit trail is maintained on file as evidence to support the balance on the books.

Current Status

Partially Implemented.

City Explanation if not implemented

Due to personnel changes and delays in performing audits of financial statements the recommendations are still in the process of being implemented, we anticipate resolution by the 2021-2022 fiscal year.

2. Finding/Recommendation

We were unable to test the accuracy of the liability balance of \$32,902 related to water consumer overpayments on account and water consumer accounts receivable balance of \$154,883 since the City does not review the balances on a routine basis to ensure they are accurately record on City's books or maintain an audit trail of supporting documentation as evidence of the balances..

In response to our comments during the audit and suspecting the balances were misstated, after fiscal year end City finance prepared a general review of the balances for the purpose of offering an estimate of balances, they suspected may no longer be valid. As a result of this exercise, and allowance for doubtful accounts has been presented on the financial statements with the understanding that city finance staff will prepare a diligent review water consumer overpayment balances and water consumer accounts receivable balances for the upcoming audit year.

It was recommended that the City management ensure that balances are routinely reviewed for accuracy and that a proper audit trail is maintained on file as evidence to support the balance on the books.

Current Status

Partially Implemented.

City Explanation if not implemented

Due to personnel changes and delays in performing audits of financial statements the recommendations are still in the process of being implemented, we anticipate resolution by the 2021-2022 fiscal year.

CITY OF FOWLER
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
YEAR ENDED JUNE 30, 2019

3. Finding/Recommendation

While conducting our audit, we prepared thirty plus audit adjustments related to matters involving the accounting, year-end closing, and reporting in several areas of the audit. The audit adjustments include adjusting for proper cutoff balances for accounts receivable, revenues, accounts payable, expenditures, proper allocation of cash in bank balances for the funds at the City according to their corresponding checkbook, recording activity on PFA books in agreement with trustee statements and adjusting to actual interfund activity between funds of the city.

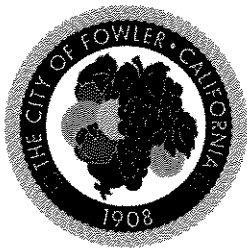
It was recommended that the City management and staff continue to work on improving the closing process and internal control processes in accounting of City's financial transactions. This will help to ensure both activities align with accounting principles general accepted in the United States of America.

Current Status

Not Implemented.

City Explanation if not implemented

Due to personnel changes and delays in performing audits of financial statements the recommendations are still in the process of being implemented, we anticipate resolution by the 2021-2022 fiscal year.



FOWLER CITY COUNCIL

ITEM NO: 7-Bi

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dawn E. Marple, City Planner

SUBJECT

Public Hearing to Consider Adoption of the Fresno County SB 743 Implementation Regional Guidelines

RECOMMENDATION

Both Staff and Planning Commission recommend the City Council adopt the Fresno County SB 743 Implementation Regional Guidelines.

BACKGROUND

Historically, the California Environmental Quality Act (CEQA) has required lead agencies to evaluate traffic impacts from projects against the level of service (LOS) standards established by the appropriate agency's general plan. LOS looks at congestion and automobile delay as the factors for determining the significance of environmental impacts. In order to shift traffic analysis to a method that considers generation of greenhouse gases as opposed to delay, Senate Bill 743 (SB 743) was passed by the California Legislature and signed into law by Governor Brown in 2013. SB 743 requires lead agencies to examine vehicles miles traveled (VMT) generated by a project, with a mandatory transition for all analysis from LOS to VMT by July 1, 2020. As opposed to mitigation for LOS impacts, which generally results in street widening and the addition of vehicle travel lanes and changes to signal timing; mitigation for VMT impacts often consists of programs that reduce reliance on driving (e.g., public transit improvements or vouchers/passes, ride-sharing programs) or that encourage use of alternative transportation (e.g., installation of sidewalks, bicycle paths/lanes). SB 743 does not affect the City's ability to maintain LOS standards as part of its General Plan and to continue to require street improvements in conjunction with future development; these LOS considerations are simply no longer thresholds under CEQA.

Understanding this new requirement would result in a paradigm shift and that many public agencies would not have the means or expertise to establish their own methodologies, SB 743 charged the Governor's Office of Planning and Research (OPR) with developing VMT guidance that could be used by any public agency for its CEQA analyses. This guidance came in the form of a Technical Advisory that was completed in 2018; however, it was acknowledged that such a universal set of guidelines was

not comprehensive and may not be ideal for use by every public agency. Therefore, agencies are allowed to either follow the OPR Technical Advisory or to create their own VMT standards, provided that such standards are developed and adopted based on substantial evidence that they will accomplish the intent of SB 743.

The Fresno Council of Governments (COG) is a metropolitan planning organization responsible for coordinating (but not regulating) topics related to transportation and housing throughout Fresno County. COG entered into a contract with LSA Associates, Inc., a transportation planning firm, to prepare VMT guidelines for use by COG's member agencies. Following extensive public review, COG adopted the "Fresno County SB 743 Implementation Regional Guidelines" in June 2020.

The methodology for determining the potential for VMT impacts consists of comparing the project-generated VMT to the VMT threshold within the subject traffic analysis zone (TAZ). Fowler is covered by TAZs in both its incorporated area and sphere of influence. When a project is proposed, the California Statewide Travel Demand Model (CSTDM; maintained by Caltrans) is used to determine its VMT/capita or VMT/employee, as appropriate. Since the intention of SB 743 is to promote projects that result in a reduction in VMT (and therefore greenhouse gases), OPR recommends a threshold of 15% below existing VMT; considering the more rural nature of much of Fresno County and the corresponding reliance on automobiles, the Guidelines instead utilize a threshold of 13% below existing VMT. Accordingly, under the Guidelines, if the project VMT is at least 13% less than the TAZ VMT, there is a less than significant impact. If the project VMT is greater than the TAZ VMT, the project must implement mitigation to reduce the impacts to the extent feasible. The Guidelines provide numerous mechanisms for mitigation, including but not limited to:

- Identify and correct gaps in alternative transportation features near the project site.
- Implement alternative transportation programs (carpooling, ridesharing, bus improvements).
- Implement programs such as telecommuting and/or providing education about travel behavior.
- Include affordable housing in otherwise market-rate projects.
- Complete or contribute to projects listed in the Fresno COG Regional Active Transportation Plan.

The Planning Commission reviewed the proposal at a November 4, 2021 regular meeting and recommended adopting staff's recommendations.

ENVIRONMENTAL FINDINGS

Adoption of the Guidelines does not approve or endorse any physical activity by the City or by any other entity; does not enact or amend a zoning ordinance or a general plan or any element thereof; does not result in support to any entity via contract, grant, subsidy, loan, or other form of assistance; and does not result in issuance to any entity of any lease, permit, license, certificate, or other entitlement for use. Accordingly, adoption of the Guidelines does not fall within the definition of a "project" under CEQA Guidelines Section 15378, and nothing further is required.

Attachments:

Resolution No. 2528

RESOLUTION NO. 2528
RESOLUTION BEFORE THE CITY COUNCIL
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION ADOPTING THE FRESNO COUNTY SB 743
IMPLEMENTATION REGIONAL GUIDELINES

WHEREAS, on September 27, 2013, the Governor of the State of California signed Senate Bill 743, which included the addition of Section 21099 to the Public Resources Code, calling for the development and adoption of criteria for determining the significance of traffic impacts and consideration of vehicle miles traveled (VMT) as the metric; and

WHEREAS, on December 28, 2018 the California Office of Administrative Law issued a Notice of Approval of Regulatory Action, approving the California Natural Resources Agency's amendments and updates to the California Environmental Quality Act (CEQA) Guidelines (2018 CEQA Amendments); and

WHEREAS, the 2018 CEQA Amendments included the addition of CEQA Guidelines Section 15064.3 which establishes that VMT is the most appropriate measure of transportation impacts and sets forth criteria for analyzing transportation impacts; and

WHEREAS, CEQA Guidelines Section 15064.3(b)(4) authorizes a lead agency to choose the most appropriate methodology to evaluate a project's VMT impacts and Section 15064.3(c) states that the provisions of Section 15064.3 shall apply statewide as of July 1, 2020; and

WHEREAS, CEQA Guidelines Appendix G, Section XVII pertaining to transportation impacts requires the lead agency to determine if a project would have a significant impact with respect to VMT; and

WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as "an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant; and

WHEREAS, CEQA Guidelines Section 15064.7(b) states that "[t]hresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and supported by substantial evidence;" and

WHEREAS, in order to facilitate orderly development within the City of Fowler and implement a threshold of significance that is relevant to the City's development patterns and established based upon data unique to the region, and in order to ensure consistency in significance determinations for projects within the City of Fowler, the City has elected to adopt a citywide threshold of significance to measure VMT; and

WHEREAS, the Fresno Council of Governments (Fresno COG), a metropolitan planning organization within Fresno County hired ISA Associates, Inc., a transportation planning consultant, to develop a set of regional guidelines regarding VMT (Guidelines) for use in reviewing the environmental effects of projects within the County; and

WHEREAS, the Guidelines were developed through a public review process as required by CEQA Guidelines Section 15064.7(b); and

WHEREAS, it was Fresno COG's intention that the Guidelines could be adopted by any or all of its member agencies for their respective use in analyzing the potential environmental effects of their projects related to VMT; and

WHEREAS, CEQA Guidelines Section 15064.7(c) states that "when adopting or using thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence;" and

WHEREAS, the Guidelines were drafted to comply with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7 including the identification of substantial evidence supporting the proposed VMT thresholds; and

WHEREAS, substantial evidence has been provided to support adoption of such thresholds; and

WHEREAS, the Fowler Planning Commission recommended that the City Council adopt the proposed VMT thresholds at its November 4, 2021 regular meeting; and

WHEREAS, the Fowler City Council has reviewed the Guidelines and determined that, in consideration of the conditions existing within the City, the thresholds established in the Guidelines and the bases upon which they were determined are appropriate for use by the City; and

WHEREAS, on December 7, 2021, the Fowler City Council was presented with information about SB 743, held a public meeting to consider the Guidelines, and received both oral testimony and written information regarding the Guidelines; and

WHEREAS, adoption of the Guidelines would consist solely of establishment of a threshold for analysis of VMT and does not approve or endorse any physical activity by the City or by any other entity; does not enact or amend a zoning ordinance or a general plan or any element thereof; does not result in support to any entity via contract, grant, subsidy, loan, or other form of assistance; and does not result in issuance to any entity of any lease, permit, license, certificate, or other entitlement for use, which does not constitute a "project" as defined in CEQA Guidelines Section 15378(a).

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Fowler, based upon the entire record of proceedings, hereby finds:

1. The Guidelines were prepared consistent with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7 and the Guidelines contain substantial evidence necessary to support adoption of thresholds of significance for vehicle miles traveled for general use as part of the City's environmental review process for the purpose of assessing the transportation impacts for projects within the City of Fowler's jurisdiction.
2. Adoption of the Guidelines is in the best interest of the City of Fowler.
3. Adoption of the Guidelines does not meet the definition of "project" under CEQA Guidelines Section 15378(a).
4. The Fresno County SB 743 Implementation Regional Guidelines dated January 2021, attached hereto as Exhibit A, is adopted.

PASSED, APPROVED AND ADOPTED this 7th day of December 2021, at a regular meeting of the Fowler City Council by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

David Cardenas, Mayor

I hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted by the City Council of the City of Fowler at a meeting thereof held on the 7th day of December, 2021.

ATTEST:

Angela Vasquez, Deputy City Clerk

Attachment "A"
FRESNO COUNTY SB 743
IMPLEMENTATION REGIONAL
GUIDELINES

**FRESNO COUNTY SB 743 IMPLEMENTATION
REGIONAL GUIDELINES**



**Fresno Council of
Governments**

LSA

January 2021

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**FRESNO COUNTY SB 743 IMPLEMENTATION
REGIONAL GUIDELINES**



**Fresno Council of
Governments**

Submitted to:

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

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

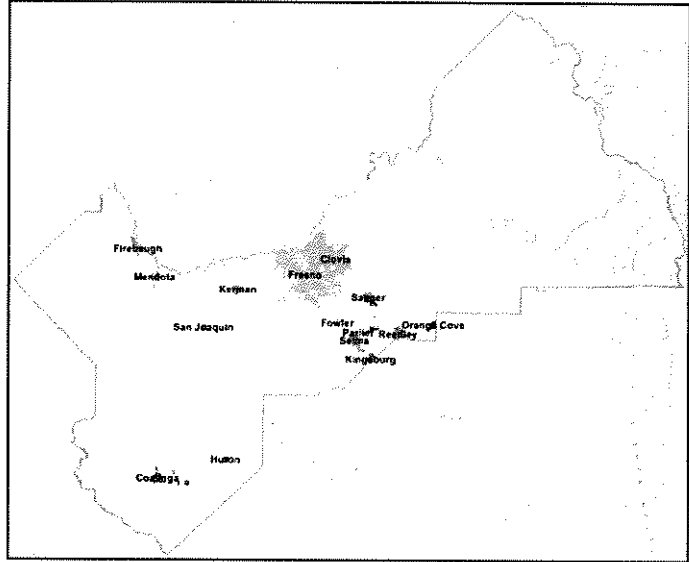
LSA

January 2021

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EXECUTIVE SUMMARY

Senate Bill (SB) 743, signed in 2013, and codified in the California Environmental Quality Act (CEQA) Guidelines in January 2019, changes the way transportation impacts are analyzed in the CEQA process. Vehicle miles traveled (VMT) replaces auto delay and level of service (LOS) as the metric for transportation impact determination. SB 743 takes effect statewide on July 1, 2020. In order to assist the member agencies in their shift from delay based LOS approach to VMT analysis, Fresno Council of Governments (COG) has prepared this document as a regional guide for the 16 member jurisdictions (illustrated in Figure S1). The local governments can take the recommendations in the regional guidelines as appropriate based on their individual circumstances, such as growth policies and economic development goals.



Source: Fresno County.

**Figure S1: Fresno COG Member Jurisdictions—
County of Fresno and 15 Cities**

This document discusses in further detail the following:

- Context for VMT analysis.
- Project screening.
- VMT significance thresholds and VMT analysis for land use development projects, transportation projects, and land use plans.
- Feasible mitigation strategies applicable for the Fresno region.

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LIST OF ABBREVIATIONS AND ACRONYMS

ABM	activity-based model
ADT	average daily trips
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO ₂ e	carbon dioxide equivalent
COG	Council of Governments
EIR	Environmental Impact Report
EO	Executive Order
FAR	floor-to-area ratio
GHG	greenhouse gas
GPA	General Plan Amendment
GWP	global warming potential
HOT	high-occupancy toll
HOV	high-occupancy vehicle
ITE	Institute of Transportation Engineers
LOS	level of service
L RTP	Long-Range Transportation Plan
mi	mile
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organizations

MT	metric ton
NCST	National Center for Sustainable Transportation
ND	Negative Declaration
OPR	Governor’s Office of Planning and Research
PRC	Public Resources Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCS	Sustainable Communities Strategy
SOC	Statement of Overriding Considerations
TA	Technical Advisory
TDM	transportation demand management
VMT	vehicle miles traveled
ZC	Zone Change

CHAPTER 1. INTRODUCTION

Senate Bill (SB) 743, signed in 2013, changes the way transportation impacts are analyzed in the California Environmental Quality Act (CEQA) process. Vehicle miles traveled (VMT) replaces auto delay and LOS as the metric for transportation impact determination. For land use development projects, VMT is simply the product of the daily trips generated by a new development and the distance those trips travel to their destinations. For capital projects, impacts are identified as the new VMT attributable to the added capital project, both from the installation of the facility and the induced growth—a new term in the CEQA lexicon—generated as a result of induced land use.

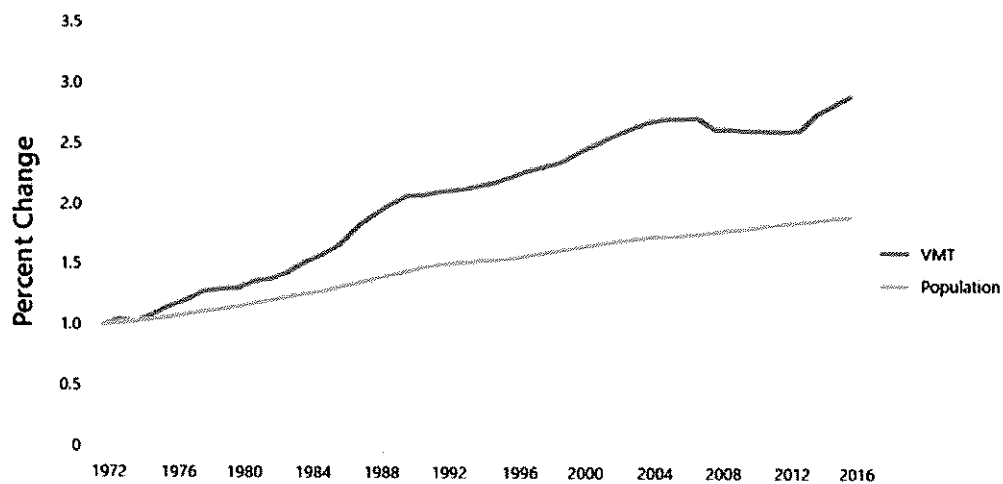
In January 2019, the Natural Resources Agency and the Governor’s Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*. The *State CEQA Guidelines* Section 15064.3 subdivision (b) states:

- 1. Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- 2. Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- 3. Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- 4. Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

The OPR provides a Technical Advisory (TA) as a guidance document to establish thresholds for this new VMT metric. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14,

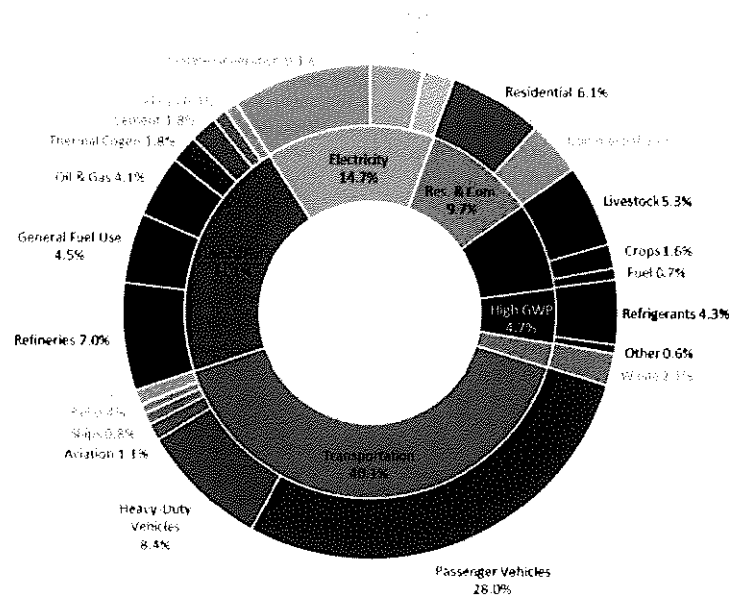
Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. Yet, deviating from the TA is best undertaken with substantial evidence to support the agency action.

The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. To achieve these climate change goals, California needs to reduce VMT. As illustrated in Figure 1, over the last 40 years, with increase in statewide population, the overall VMT has also increased. As illustrated in Figure 2, transportation is the single largest sector contributing to the State’s GHG emissions. More than 40 percent of the GHG emissions come from the transportation sector, primarily passenger cars and light-duty trucks. Reducing the number of vehicle trips and the length of the trips are expected to result in reduced VMT and reduced GHG emissions. The new *State CEQA Guidelines* and the establishment of VMT thresholds for CEQA analyses is linked to GHG reduction strategies and overall statewide climate change goals.



Source: <https://ca50million.ca.gov/transportation/>

Figure 1: VMT Per Capita Compared to Population in California



Source: California Greenhouse Gas Emissions for 2000 to 2017 Trends of Emissions and Other Indicators (California Air Resources Board Report).

Figure 2: 2017 GHG Emissions in California by Scoping Plan Sector and Sub-Sector Category

This document provides a guide and substantial evidence for Fresno Council of Governments (COG) and its member jurisdictions in setting the thresholds of significance for CEQA transportation studies. It is divided into chapters, including:

- **Chapter 2 – Definition of Region:** This chapter describes what the comparative is for analysis purposes. Each project will be compared to an existing regional average. The geographical area that defines the region is defined and described.
- **Chapter 3 – Project Screening:** OPR acknowledges that certain projects are either low VMT generators or by virtue of their location would have a less than significant impact. The Fresno COG member jurisdictions may use these screening criteria and should offer substantial evidence for other circumstances that would lead to a less than significant impact.
- **Chapter 4 –Threshold and VMT Analysis for Land Use Development Projects:** In this chapter, thresholds that would define a significant CEQA impact are identified. The actual VMT metric (either an efficiency rate or total VMT) is described. The process of VMT analysis is also described in this chapter.
- **Chapter 5 –Threshold and Induced VMT Analysis for Transportation Projects:** This chapter describes the method to evaluate significant CEQA impacts associated with transportation projects. Many non-vehicular capital projects are presumed to have a less than significant

impact. Capacity enhancing projects may have significant impacts and may be subject to a detailed analysis that will include measuring induced travel.

- **Chapter 6 – Threshold Recommendations for Land Use Plans:** This chapter provides guidance and substantial evidence to support the threshold recommendation for land use plans and CEQA transportation analyses by Fresno COG members.
- **Chapter 7 – Mitigation Strategies:** Potential mitigation strategies are indicated in this chapter. It is noted that this discussion is not intended as a full list of measures Fresno COG members sanction as feasible. As in previous CEQA practice, it is generally the practitioner who identifies mitigation measures to offset the specific project related impacts identified in individual environmental document. The discussion here is intended as a guide for possible strategy for applicants who may wish to investigate methods to offset their specific project-related significant impacts.

CHAPTER 2. DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT

The question of context is the definition of the scope of the VMT analysis. The common term for this in previous delay-based LOS analyses is *project study area*. In the delay-based LOS analyses, a project study area is generally determined based on the incremental increase in traffic from the project and its potential to create a significant LOS impact. This generally includes intersections and roadway segments where the project would add a prescribed number of peak-hour trips. Many times, lead agencies stop study area boundaries at their jurisdictional borders.

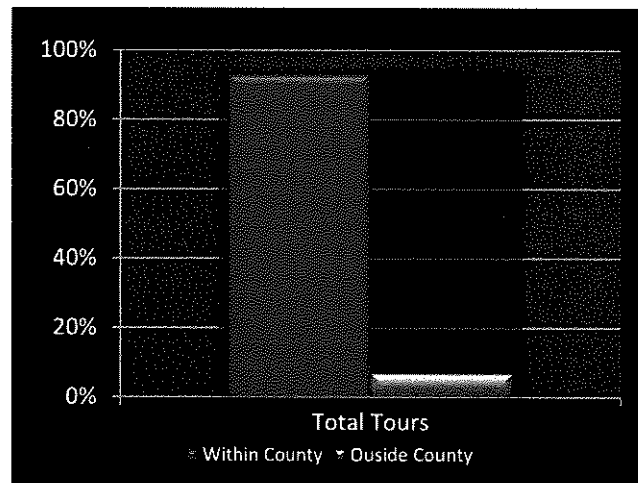
Unlike delay-based LOS analyses, VMT is a regional effect not defined by roadway, intersection, or pathway. The OPR acknowledges this in its TA (page 6), which states,

Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries....

Furthermore, the recommendations for thresholds for the primary land use types (residential and office) are based on a comparison to a *regional average*. Region is not defined further in the TA. Instead, the OPR offers the following suggestions:

1. *In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as county, that includes the area over which nearly all workers would be expected to live (page 16).*
2. *For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population weighted VMT per capita of all cities in the region (page 15).*

LSA surveyed other large urbanized areas around the State to identify what region has been established for VMT thresholds. In most cases, the County boundary has been identified as the region selected for VMT analysis. Mobility can be studied using a trip-based approach or a tour-based approach. The OPR TA states that "where available, tour-based assessment is ideal because it captures travel behavior more comprehensively." Since Fresno COG's model is an Activity-Based Model (ABM),¹ a tour-based approach has been followed. COG's ABM was used to examine the tours into and out of Fresno County. As such, consistent with the OPR TA, only tours having origins or



Source: Fresno COG Activity Based Model

Figure 3: Percentage of Total Tours Having Origins/Destinations within Fresno County and Terminating within or outside the County

¹ Fresno COG ABM Update Report: <https://www.fresnocog.org/wp-content/uploads/2017/06/Fresno-COG-ABM-Report.pdf>.

destinations or both within Fresno County were considered. External pass-through trips were not considered. As illustrated in Figure 3, out of the total tours, about 93 percent originate or are destined within Fresno County. The remaining 7 percent tours are pass through trips and do not have stops within Fresno County.

Because the majority of the tours are contained within Fresno County or have origins or destinations within the County, the County line may be used to define the region. It should be noted that, for residential projects, the TA states that "Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the [sustainable community strategy] SCS for that city, and should be consistent with the SCS." As such, this analysis evaluated residential VMT per capita for all 16 member jurisdictions using Fresno County as the region as well as individual City boundaries as the region. Fresno COG recommends that each member evaluate the findings of the analysis to determine the appropriate region for its respective jurisdictions. For office, retail, and all other non-residential projects, consistent with the TA, Fresno COG recommends using Fresno County as the region. The other OPR guidance recommends consistency in approach; once a region is established, that region should be used for all subsequent traffic analyses.

In some cases, this County boundary has other names, such as the Council of Governments boundary. Nonetheless, County is a common and reoccurring context for CEQA VMT analyses throughout the State.

It should be recognized that the use of the County as the region defines the comparative, or the denominator, in the identification of project-related impact. The numerator is the project's VMT contribution. This project-related VMT profile may go beyond the County boundary and not be truncated by a jurisdictional boundary. For example, a new, large employment generating land development proposed near Fresno County's northern boundary may include VMT from as far away as Madera, Tulare, or Kings Counties, or other communities in the San Joaquin Valley. In that case, it would be the responsibility of the applicant and their traffic study preparer to include the project VMT regardless of geographical limit to the satisfaction of the agency staff. This project-related VMT profile would be compared against the Fresno County regional average.

CHAPTER 3. PROJECT SCREENING

The TA does acknowledge that certain activities and projects may result in a reduction in VMT and GHG emissions and, therefore, a less than significant impact to transportation and circulation. A variety of projects may be screened out of a complicated VMT analysis due to the presumption described in the TA regarding the occurrence of less than significant impacts.

3.1 Land Use Development Projects

The TA acknowledges that conditions may exist that would presume that a land use development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For example, land use development projects that have one or more of the following attributes may be presumed to create a less than significant impact:

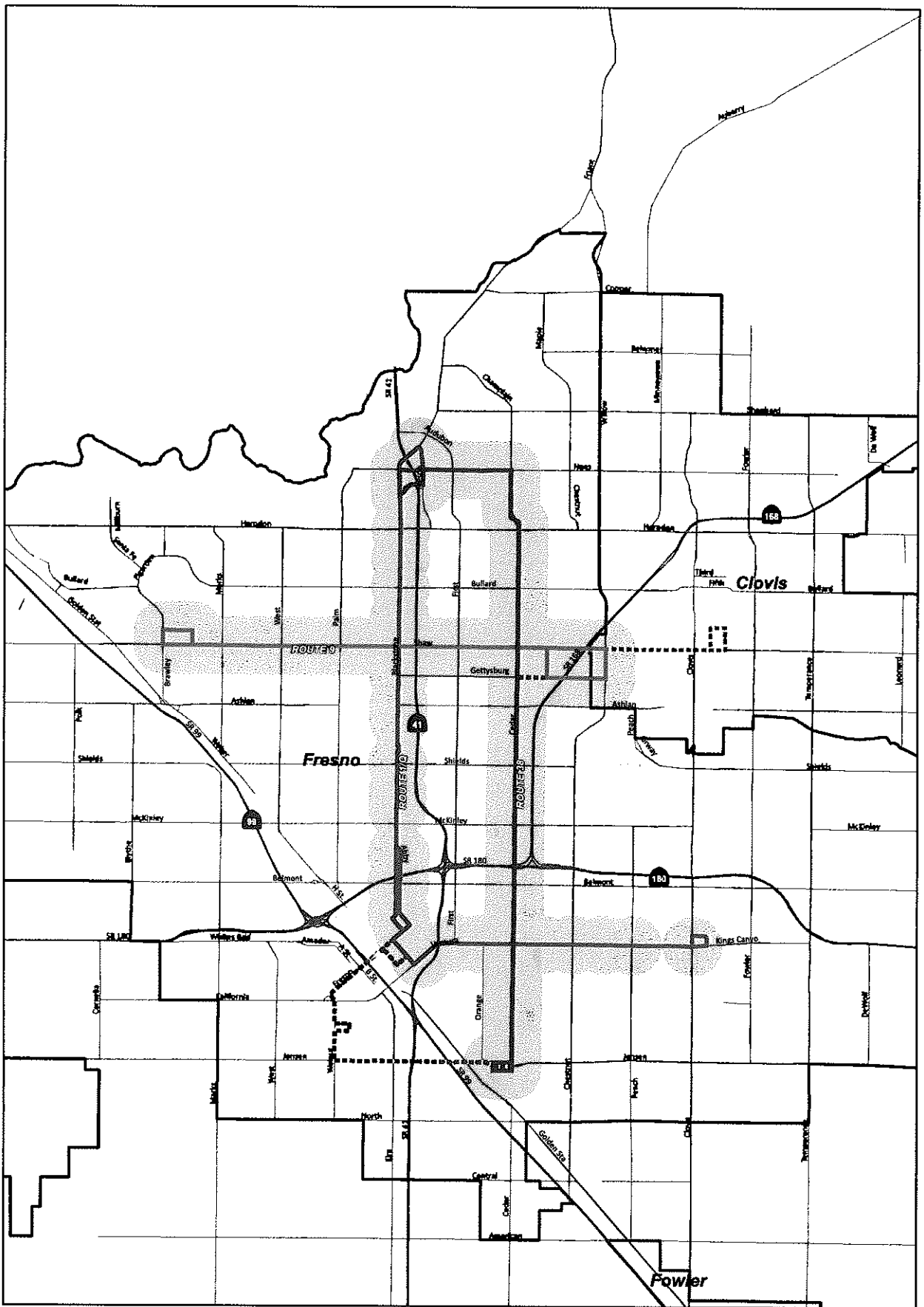
- The project is within 0.5 mile (mi) of a transit priority area or a high-quality transit area unless the project is inconsistent with the Regional Transportation Plan (RTP)/SCS, has a floor area ratio (FAR) less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units. In accordance with SB 743, “transit priority areas” are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A Major transit stop means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.” A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 4 depicts transit priority areas within Fresno County, including high-quality transit areas (within 0.5 mile of a major transit stop) served by the Fresno Area Express (FAX) with service intervals of 15 minutes or less. Projects proposed in these areas may be presumed to have a less-than-significant transportation impact unless the project is inconsistent with the RTP/SCS, has an FAR less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units.

- The project involves local-serving retail space of less than 50,000 square feet (sf).
- The project has a high level of affordable-housing units.²
- The project generates fewer than 500 average daily trips (ADT).
- The TA recommends a volume of 110 ADT. This recommendation is not based on any analysis of GHG reduction but, rather, on a CEQA categorical exemption. This exemption criterion states that for existing facilities, including additions to existing structures of up to 10,000 sf, the project is exempted from CEQA as long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not located in an

² The affordable-housing requirement to meet the screening criteria is to be determined by each Fresno COG jurisdiction.

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LSA

LEGEND

- CRIs with Sphere of Influence
- Route 1/O (Bus Rapid Transit)
- Route 9
- Route 9 (Headway more than 15 Mins.)
- Route 38
- Route 38 (Headway more than 15 Mins.)
- Half-Mile Buffer



FIGURE 4

Fresno County SB 743 Implementation Regional Guidelines
High-Quality Transit Area Within Fresno County

SOURCE: Fresno Area Express (FAE), 03/20, City of Fresno (04/20), E3M
C:\Users\DSisko\Documents\Works\F01822\Fg_4_F01 Transit.mxd (4/30/2020)

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environmentally sensitive area (*State CEQA Guidelines* Section 15301, subdivision (e)(2)). As stated in the OPR TA, for projects that have a linear increase in trip generation with respect to the building footprint, the daily trip generation is anticipated to be between 110 and 124 trips per 10,000 sf. Therefore, based on this assumption, the OPR recommends 110 ADT as the screening threshold. However, the California Emissions Estimator Model (CalEEMod) was used to characterize the effect of changes in project-related ADT to the resulting GHG emissions. This model was selected because it is provided by the California Air Resources Board (CARB) to be used statewide for developing project-level GHG emissions. CalEEMod was used with the built-in default trip lengths and types to show the vehicular GHG emissions from incremental amounts of ADT. Table A shows the resulting annual VMT and GHG emissions from the incremental ADT.

Table A: Representative VMT and GHG Emissions from CalEEMod

Average Daily Trips (ADT)	Annual Vehicle Miles Traveled (VMT)	GHG Emissions (Metric Tons CO ₂ e per year)
200	683,430	258
300	1,021,812	386
400	1,386,416	514
500	1,703,020	643
600	2,043,623	771

Source: CalEEMod version 2016.3.2.

CalEEMod = California Emissions Estimator Model

CO₂e = carbon dioxide equivalent

GHG = Greenhouse Gas

A common GHG emissions threshold is 3,000 metric tons (MT) of carbon dioxide equivalent³ (CO₂e) per year.⁴ The vehicle emissions are typically more than 50 percent of the total project GHG emissions. Thus, a project with 500 ADT would generally have total project emissions that could be less than 1,300 MT CO₂e/year (i.e., 50 percent or 643 MT CO₂e/year from vehicle emissions and the other 50 percent coming from other project activities). As this level of GHG emissions would be less than 3,000 MT CO₂e/year, the emissions of GHG from a project up to 500 ADT would typically be less than significant. Therefore, it is recommended that projects be screened out if they generate fewer than 500 ADT.

- The development of institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g. police stations, fire stations, community centers, refuse stations) are already part of the community and, as a public service, the VMT is accounted for in the existing regional average. Many of these facilities generate fewer than 500 ADT and/or use vehicles other than passenger cars or light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as CARB and the San Joaquin Valley Air Pollution Control District. The local

³ Carbon dioxide equivalent (CO₂e) is a concept developed to provide one metric that includes the effects of numerous GHGs. The global warming potential (GWP) of each GHG characterizes the ability of each GHG to trap heat in the atmosphere relative to another GHG. The GWPs of all GHGs are combined to derive the CO₂e.

⁴ Source: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>.

jurisdiction will have the discretion to determine whether such facilities, that provide safety, security, and serve the local communities, can be screened out from the VMT analysis.

- The TA states “Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.” VMT per capita was calculated for each member jurisdiction and compared with the VMT per capita of the entire Fresno County. Figure 5 illustrates a comparison between average VMT per capita for each member jurisdiction compared to the countywide average. This provides an overview of member jurisdictions’ average VMT profile (high, medium, and low) compared to the regional average. Figure 6 illustrates a similar comparison for VMT per employee. Region-wide screening maps were also created for residential and office projects. Figure 7 illustrates the VMT per capita screening map for the region. Figure 8 illustrates the VMT per employee screening map for the region.

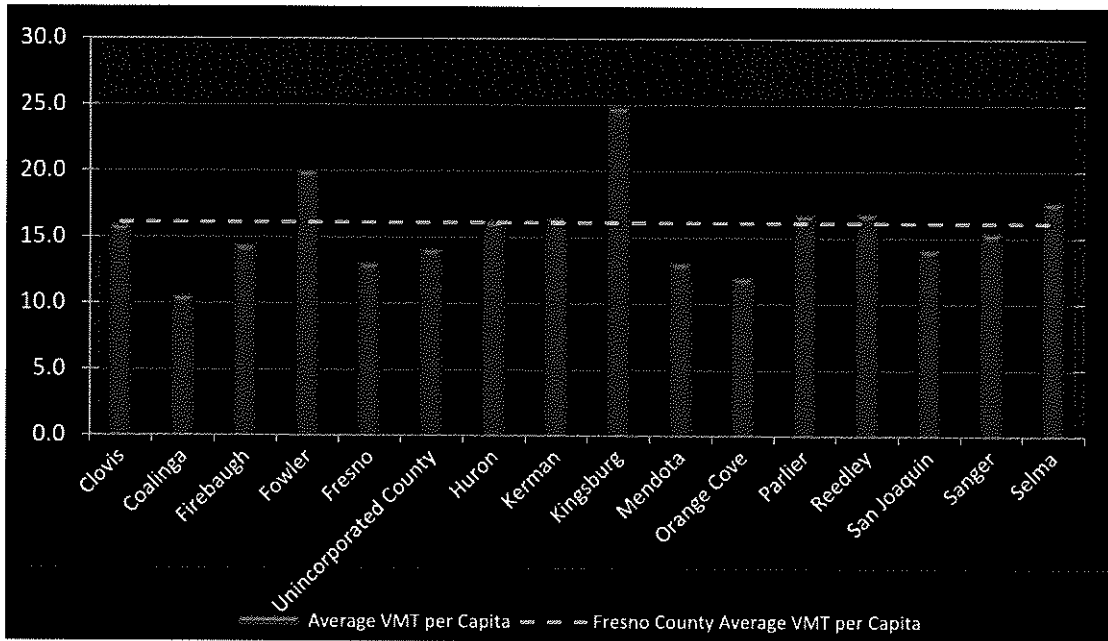
Based on the individual COG agency traffic study guidelines or existing CEQA guidelines, other conditions may apply to screen out projects. Consistency with other plans to reduce GHG emissions may also reflect substantial evidence supporting a screening out, or the agencies may adopt the TA recommendations in total.

Additionally, the 2020 *State CEQA Guidelines* Section 15007 (c) states that “if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.” Therefore, if a land use development/ transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration (ND)/Mitigated Negative Declaration (MND), then subsequent projects that are consistent with the approved project will not require a new VMT analysis.

The Fresno COG VMT Screening Tool can be used to determine whether a land use development project may be screened from a detailed VMT analysis. It should be noted that if a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the above screening criteria may apply. The City will be required to evaluate such projects on a case-by-case basis to determine whether a VMT analysis would be required. The VMT screening tool is available on Fresno COG’s website at <https://www.fresnocog.org/project/sb743-regional-guidelines-development/>.

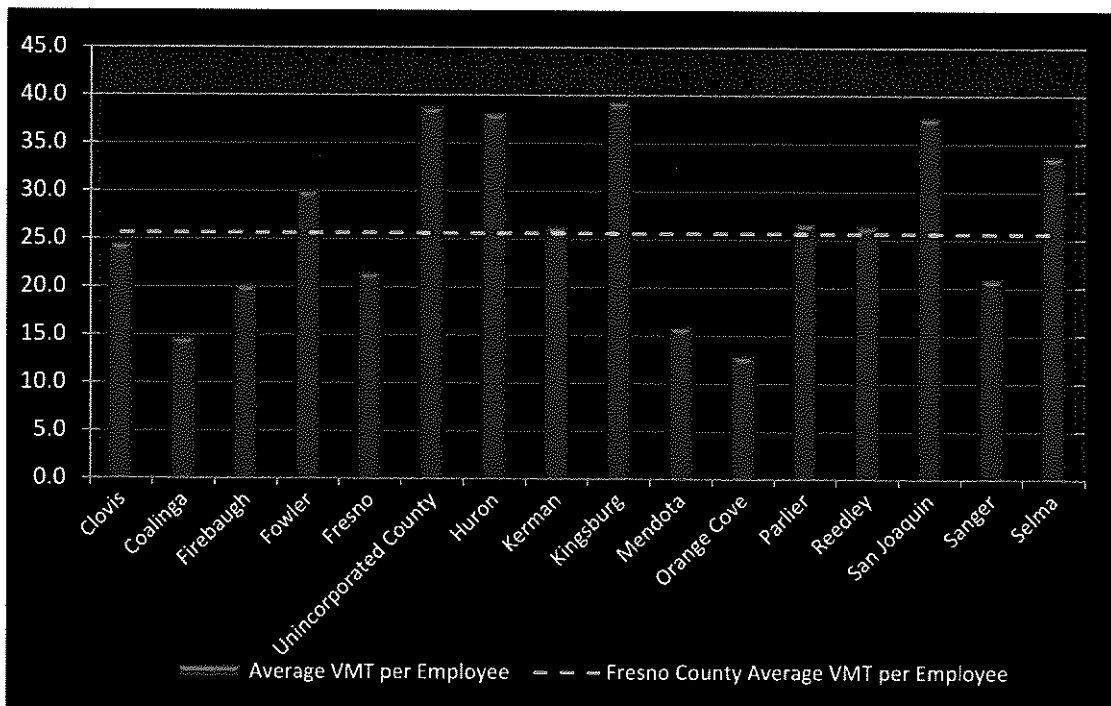
3.2 Transportation Projects

The primary factor to consider for transportation projects is the potential to increase vehicle travel, sometimes referred to as “induced travel.” Based on the OPR TA, while the lead agency has discretion to continue to use a delay-based LOS analysis for CEQA disclosure of transportation projects, changes in vehicle travel must also be quantified. The lead agency may solely use VMT



Source: Fresno COG Activity Based Model.

Figure 5: Average VMT per Capita for Member Jurisdictions Compared to Countywide Average VMT Per Capita



Source: Fresno COG Activity Based Model.

Figure 6: Average VMT per Employee for Member Jurisdictions Compared to Countywide Average VMT per Employee

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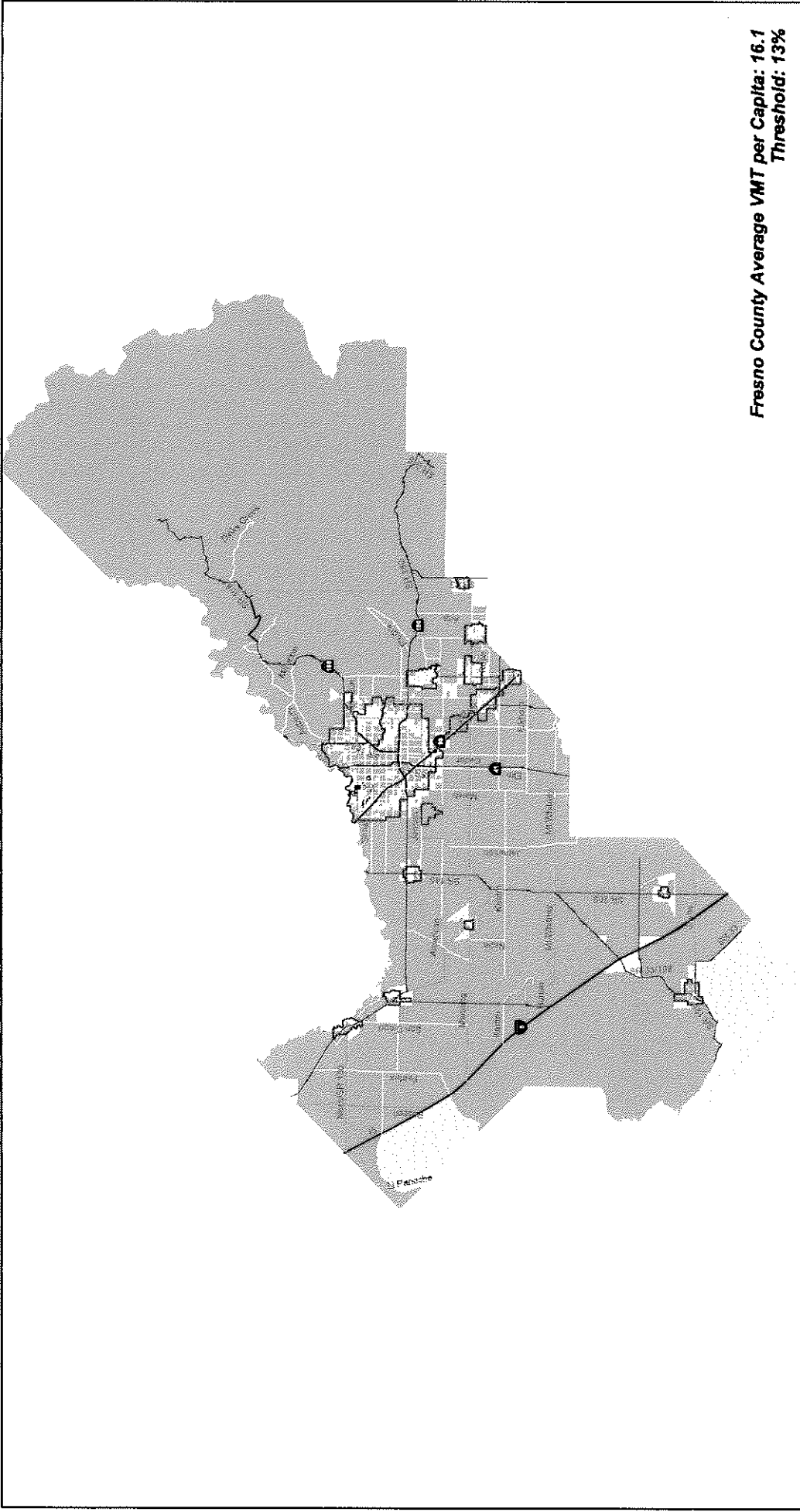


FIGURE 7

Fresno County SB 743 Implementation Regional Guidelines
VMT per Capita Screening Map for Fresno County

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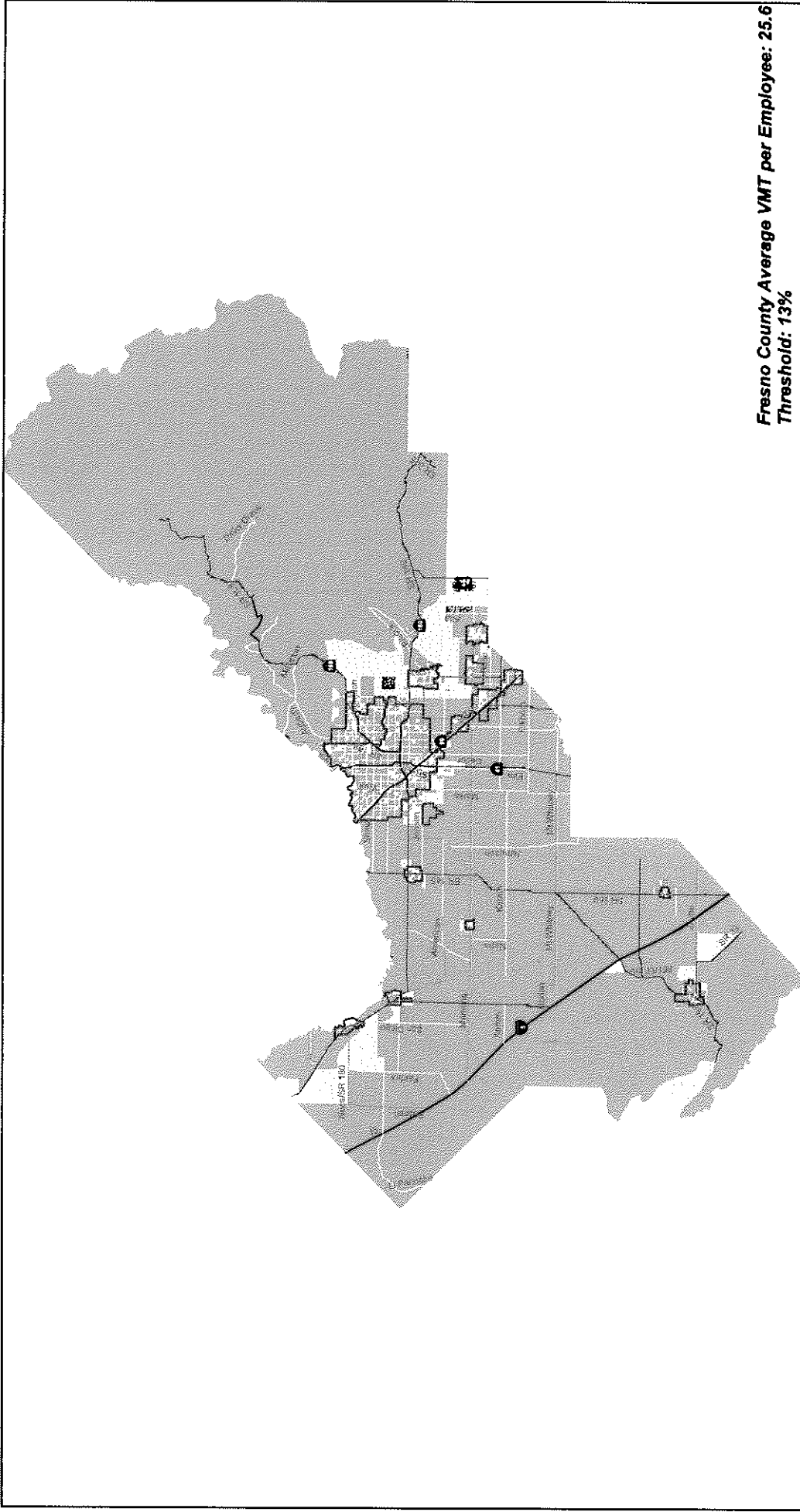


Cities Including Sphere of Influence

VMT per Capita
 No Population
 Less than 14.0
 14.0 - 18.2
 Greater than 18.2

SOURCE: Fresno Co's Activity Based Travel Demand Model (2019)
 10/08/2021 Fresno Co's VMT (2019) VMT_Map_17-2_2020(Fig. 7_County_Alt) (1/2/2021)

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Fresno County Average VMT per Employee: 25.6
Threshold: 13%

FIGURE 8

LSA

Cities Including Sphere of Influence

VMT per Employee

- No Employment
- Less than 22.3
- 22.3 - 28.9
- Greater than 28.9

Fresno County SB 743 Implementation Regional Guidelines
 VMT per Employee Screening Map for Fresno County

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
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analysis for CEQA disclosure of transportation projects, but can also require an LOS analysis for design, traffic operations, and safety purposes. The TA lists a series of projects that would not likely lead to a substantial or measurable increase in vehicle travel and which would, therefore, not require an induced travel analysis. These include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.
- Addition of an auxiliary lane of less than 1 mi in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left-, right-, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new lane that is permanently restricted to use only by transit vehicles.
- Reduction in the number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., high-occupancy vehicles [HOVs], high-occupancy toll [HOT] lane traffic, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of a new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

Additionally, transit and active transportation projects generally reduce VMT and, therefore, may be presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid-transit projects, and bicycle and pedestrian infrastructure projects. The agency may use this CEQA presumption of less than significant impact to aid in the prioritization of capital projects, as the CEQA process for any of these project types would be more streamlined than other capacity-enhancing capital projects.

CHAPTER 4. THRESHOLD AND VMT ANALYSIS FOR LAND USE DEVELOPMENT PROJECTS

4.1 Thresholds for Land Use Projects

The TA states that SB 743 and all CEQA VMT transportation analyses refer to automobiles. Here, the term automobile refers to on-road passenger vehicles, specifically cars and light duty trucks (page. 4). Heavy-duty trucks can be addressed in other CEQA sections (air quality, greenhouse gas, noise, and health risk assessment analysis) and are subject to regulation in a separate collection of rules under CARB jurisdiction. This approach was amplified by Chris Ganson, Senior Advisor for Transportation at OPR, in a recent presentation at the Fresno Council of Governments (October 23, 2019) and by Ellen Greenberg, the California Department of Transportation (Caltrans) Deputy Director for Sustainability, at the San Joaquin Valley Regional Planning Agencies' Directors' Committee meeting (January 9, 2020).

The OPR has identified the subject of the thresholds as the primary trips in the home-based typology: specifically, home-based work tours. This includes residential uses, office uses, and retail uses. The home-based work tour type is the primary tourmaking during the peak hours of commuter traffic in the morning and evening periods.

The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips. As part of the SB 375 land use/transportation integration process and GHG goal setting, the State and Regional Transportation Planning Agencies (RTPAs) have agreed to reduce GHG through integrated land use and transportation planning by a statewide average of approximately 15 percent by 2035. Figure 9 illustrates SB 375 regional GHG emissions reduction targets for all the 18 Metropolitan Planning Organizations (MPOs) in California that CARB established in 2018. Furthermore, in its 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, the CARB recommends total VMT per capita rates approximately 15 percent below existing conditions.

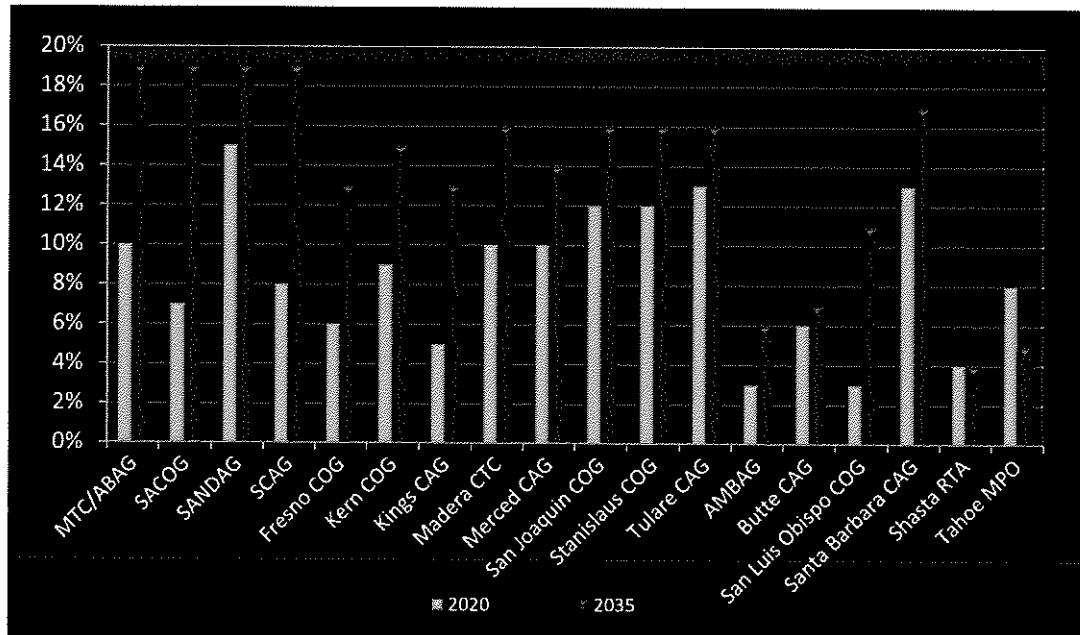
The TA therefore recommends:

A proposed (residential) project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.

A similar threshold would apply to office projects (15 percent below existing regional average VMT per employee).

VMT generated by retail projects exceeding 50,000 sf would indicate a significant impact for any net increase in total VMT.

It is noted that the aggregate GHG emission reduction sought after by CARB in the 2017 Scoping Plan is 15 percent statewide. This is one reason OPR believes the 15 percent reduction in VMT is appropriate. The aggregate 15 percent GHG emission reduction applies across all land use and transportation activities and would indicate that the State and its individual MPOs are compliant with the SB 375 goals, the overall State climate change strategy, and Scoping Plan objectives.



Source: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

Figure 9: SB 375 Regional Plan Climate Targets for California’s 18 MPOs

CARB establishes GHG targets for each of the 18 MPOs in the State, reviews the SCSs and makes a determination whether the SCSs would achieve GHG reduction targets if implemented. Fresno COG’s 2018 RTP/SCS demonstrated a GHG reduction of 10 percent by 2035 through the integrated land use, transportation initiatives, and capital project listing, which meets the targets set by the CARB. All reviewing federal and State authorities, including the CARB, approved Fresno COG’s 2018 RTP/SCS. In the spring of 2018, CARB adopted new GHG targets for all the 18 MPOs in the State based on the 2017 Scoping Plan and other new data. CARB established a 13 percent GHG reduction target for 2035 for the Fresno region’s third RTP/SCS. The State recognizes that Fresno County’s contribution to the aggregate 15 percent statewide GHG emission reduction is 13 percent. Other regions may achieve greater reductions to achieve the aggregate statewide goal.⁵ As such, reduction in GHG directly corresponds to reduction in VMT. In order to reach the statewide GHG reduction goal of 15 percent, the Fresno region must reduce GHG by 13 percent. The method of reducing GHG by 13 percent is to reduce VMT by 13 percent as well.

Therefore, Fresno County member jurisdictions may establish a threshold for land use developments, specifically residential and office, of exceeding 13 percent below the existing regional VMT per capita as indicative of a significant environmental impact.

No other discrete land use types are identified for threshold development. Mixed-use projects may be evaluated for each component of the project independently, or the lead agency may use the predominant land use type for the analysis. The lead agency will make a determination of the

⁵ The latest GHG targets by region can be found at <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

predominant land use type on a case-by-case basis based on the project description. Credit for internal trip capture should be made. Internal trip capture may be calculated using the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (for smaller projects), the Fresno COG ABM (for larger projects), or other applicable sources approved by the agency. The TA suggests that lead agency may, but is not required to, develop thresholds for any other use. This method may underreport the benefits of mixed-use by only evaluating the predominant land use or by limiting the acknowledgment of trip savings to internal capture in trip generation. The results will most likely over-report the project VMT and overstate the potential CEQA impacts from these beneficial project types.

For land use types other than residential, office, and retail, one approach is to review the agency General Plan and/or the Fresno COG RTP/SCS and identify whether the implementation of the plan would result in a reduction of VMT and GHGs. If it does, the lead agency may conclude the implementation of the plan, including all the other land use types will achieve the regional climate change goals. Therefore, consistency with the plan and no net change in VMT per employee for the other land use types is a rational threshold. However, for projects seeking a GPA, a project exceeding a level of 13 percent below the existing County average VMT per employee would indicate a significant transportation impact.

This approach would require disclosure of substantial evidence, including the General Plan findings, and other supporting traffic and air quality forecasting support. Additionally, if the agency wishes to establish some other threshold less stringent than the 13 percent recommended for residential and office projects, a body of substantial evidence would be necessary.

Table B summarizes the 13 percent and 15 percent VMT per capita and VMT per employee thresholds for residential and office projects respectively, using both the County and the local jurisdiction as the region for residential projects and the County as the region for non-residential projects.

4.2 Land Use Projects VMT Analysis/Mitigation Process

Figure 10 demonstrates the potential land use development entitlement process to comply with the *State CEQA Guidelines* related to VMT and transportation impacts. It provides the path from application filing through determination of impacts. It is presented as the standard process; each development application is considered unique and may create alternative or modified steps through the process. Each step that diverges from this standard process should be accompanied with substantial evidence demonstrating compliance with other climate change and GHG emission reduction laws and regulations.

4.2.1 Agency Communication

At the outset of the project development process, the applicant should seek a meeting with the lead agency's staff to discuss the project description, the transportation study content and the analysis methodology. Key elements to address include a description of the project in sufficient detail to generate trips and identify the potential catchment area (i.e., trip lengths if no modeling is undertaken), estimate project VMT, discuss project design features that may reduce the VMT from

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Table B - VMT Thresholds for Residential and Office Projects in Fresno County

Jurisdiction	Residential Projects						Office Projects			
	Region - Fresno County		Region - Local Jurisdiction		Region - Fresno County		Region - Fresno County		Region - Fresno County	
	Regional Average VMT/Capita	VMT/Capita (13% threshold)	VMT/Capita (15% threshold)	Regional Average VMT/Capita	VMT/Capita (13% threshold)	VMT/Capita (15% threshold)	Regional Average VMT/Employee	VMT/Employee (13% threshold)	VMT/Employee (15% threshold)	VMT/Employee (15% threshold)
Clovis	16.1	14.0	13.7	16.0	13.9	13.6	25.6	22.3	21.8	21.8
Coalinga	16.1	14.0	13.7	10.7	9.3	9.1	25.6	22.3	21.8	21.8
Firebaugh	16.1	14.0	13.7	14.5	12.6	12.3	25.6	22.3	21.8	21.8
Fowler	16.1	14.0	13.7	20.1	17.5	17.1	25.6	22.3	21.8	21.8
Fresno	16.1	14.0	13.7	13.1	11.4	11.2	25.6	22.3	21.8	21.8
Unincorporated County	16.1	14.0	13.7	14.2	12.4	12.1	25.6	22.3	21.8	21.8
Huron	16.1	14.0	13.7	16.3	14.2	13.9	25.6	22.3	21.8	21.8
Kerman	16.1	14.0	13.7	16.5	14.4	14.0	25.6	22.3	21.8	21.8
Kingsburg	16.1	14.0	13.7	24.9	21.7	21.2	25.6	22.3	21.8	21.8
Mendota	16.1	14.0	13.7	13.2	11.5	11.2	25.6	22.3	21.8	21.8
Orange Cove	16.1	14.0	13.7	12.1	10.5	10.3	25.6	22.3	21.8	21.8
Parlier	16.1	14.0	13.7	16.8	14.6	14.3	25.6	22.3	21.8	21.8
Reedley	16.1	14.0	13.7	16.9	14.7	14.4	25.6	22.3	21.8	21.8
San Joaquin	16.1	14.0	13.7	14.2	12.4	12.1	25.6	22.3	21.8	21.8
Sanger	16.1	14.0	13.7	15.5	13.5	13.1	25.6	22.3	21.8	21.8
Selma	16.1	14.0	13.7	17.8	15.5	15.1	25.6	22.3	21.8	21.8

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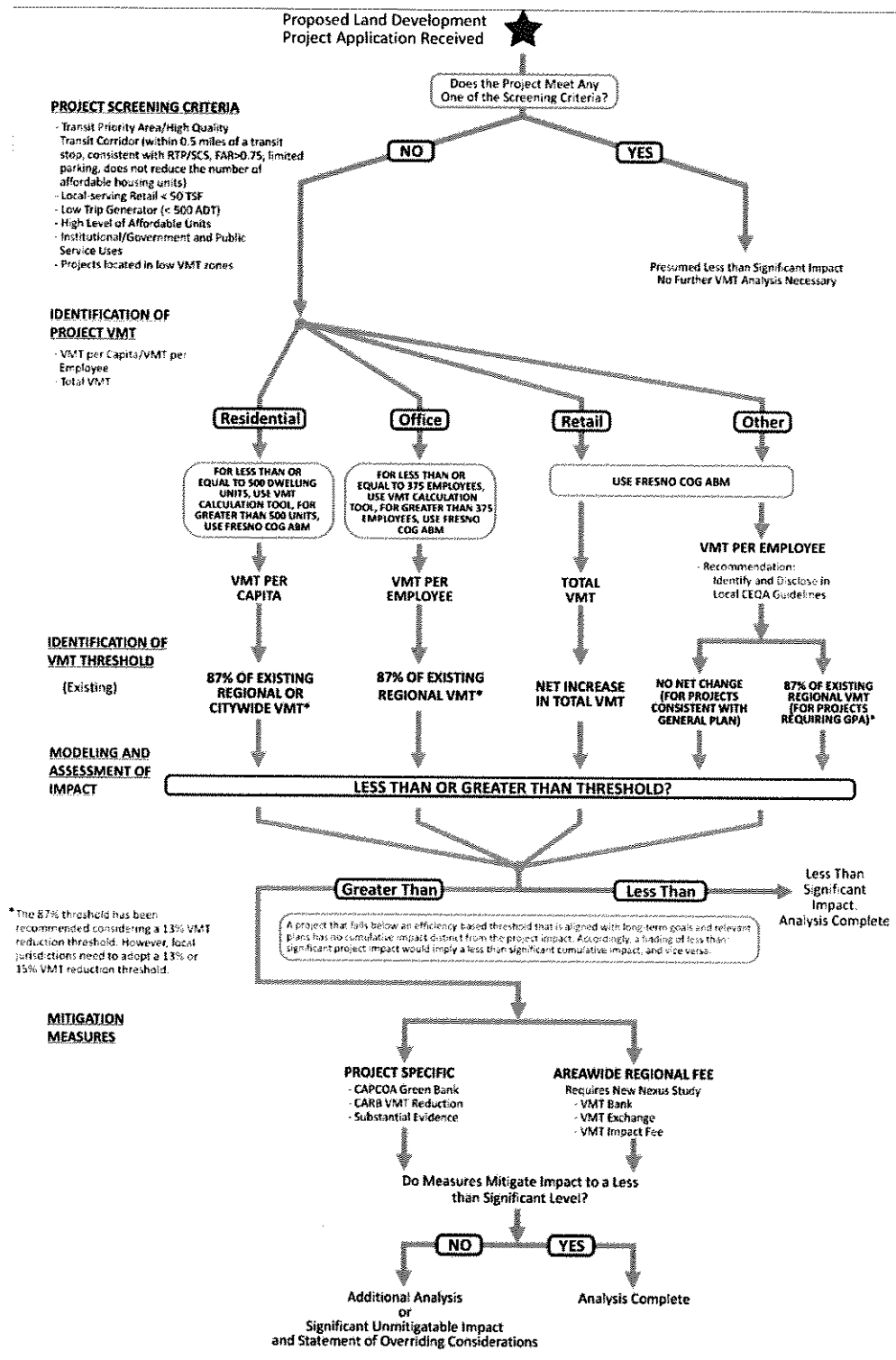


Figure 10: VMT Analysis Process for Land Use Development Projects

the project development, and discuss the project location and associated existing regional VMT percentages. As a result of the meeting, the applicant or their consultant shall prepare a transportation analysis scope of work for review and approval by the agency.

Projects that will have impact on Caltrans facilities may be subject to the Caltrans Local Development-Intergovernmental Review program. Caltrans may review the VMT analysis methodology, findings, and mitigation measures for each one of these development projects that is determined to affect the State highway system and falls within Caltrans jurisdiction.

4.2.2 Project Screening

Once a development application is filed and the meeting is held, project screening is conducted as the initial step. If the project meets any one of the screening criteria, the project may be presumed to create a less than significant impact. No further VMT analysis is necessary. The CEQA document should enumerate the screening criterion and how the project meets or exceeds that threshold. If project screening does not apply, a VMT analysis may be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. This distinction is addressed later.

4.2.3 Development Project VMT Analysis

The first step is to identify the project land use type and the appropriate metric to use, i.e., VMT per capita, VMT per employee, or total VMT. The metric should be VMT per capita for residential projects, VMT per employee for office projects, and total VMT for retail projects. For mixed-use projects, after taking credit for internal trip capture, the project VMT can be estimated based on each component of the project independently, or the lead agency may use the predominant land use type for the analysis. For all other uses, the metric used should be VMT per employee.

4.2.3.1 Small Project Vehicle Miles Traveled Analysis

Project VMT may be calculated using the Fresno COG VMT Calculation Tool for residential projects with 500 dwelling units or fewer, office projects with 375 employees or fewer. The tool can also be used to calculate VMT for mixed-use projects (mix of single-family and multifamily residential uses, or residential and office uses), which generate less than 5,000 daily trips. The daily trips may be calculated using rates from the latest edition of the ITE *Trip Generation Manual*. For all other projects, the VMT analysis should be performed using the Fresno COG ABM. The VMT calculation tool can be found at: <https://www.fresnocog.org/project/sb743-regional-guidelines-development/>.

4.2.3.2 Large Project Vehicle Miles Traveled Analysis

Large or multi-use projects require the use of the Fresno COG ABM. For purposes of agency review, all development projects, other than residential uses with less than or equal to 500 dwelling units or offices with less than or equal to 375 employees, should use the Fresno COG ABM. At this level of trip generation, the probability of trip fulfillment expands to an area greater than the immediate project location and may include a greater regional attraction. The Fresno COG ABM can more accurately define the project trip characteristics and the total VMT generated by the project.

Next, the project generated VMT per capita/VMT per employee/total VMT is compared to the appropriate significance threshold. This is either equal to or more than 13 percent below the existing regional average per capita or employment for specific uses or no net increase in total VMT for retail or other uses that are consistent with the General Plan. For those projects that require a GPA, a threshold of exceeding 13 percent below existing regional average is appropriate, as the project has yet to be evaluated as part of the agency's ultimate land use development vision.

If the project VMT metric is less than the significance threshold, the project is presumed to create a less than significant impact. No further VMT analysis is required. If the project is greater than the significance threshold, mitigation measures are required.

4.2.4 Mitigation Measures

The applicant is required, per CEQA, to identify feasible offsets to completely or to extent possible mitigate the impact created by the project. These can come from the mitigation strategies provided by the agency (Appendices B and C), or selected based on the applicant and their CEQA team experience. The agency must approve and accept the ultimate mitigation ascribed to the project and the related VMT percentage reduction.

If the mitigation measures mitigate the project impact to less than the jurisdictional threshold, the project is presumed to have an impact mitigated to a less than significant level. No further VMT analysis is required. If the project's VMT impact cannot be mitigated, the agency may 1) request the project be redesigned, relocated or realigned to reduce the VMT impact, or 2) require the preparation of an EIR with a Statement of Overriding Considerations (SOC) for the transportation impacts associated with the project. All feasible mitigation measures must be assigned to and carried out by the project even if an EIR/SOC is prepared.

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CHAPTER 5. THRESHOLD AND INDUCED VMT ANALYSIS FOR TRANSPORTATION PROJECTS

The 2020 *State CEQA Guidelines* include Section 15064.3.b.(2) to address transportation projects. It reads:

For roadway capacity projects, agencies have the discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

Lead agencies may continue to use delay and LOS for transportation projects for design and traffic operations purposes as long as impacts related to “other applicable requirements” are disclosed. This has generally been interpreted as VMT impacts and other State climate change objectives. These other applicable requirements may be found in other parts of an environmental document (i.e., air quality, GHG), or may be provided in greater detail in the transportation section.

For projects on the State highway system, Caltrans will use and will require sponsoring agencies to use VMT as the CEQA metric, and Caltrans will evaluate the VMT “attributable to the project” (Caltrans Draft VMT-Focused Transportation Impact Study Guide, 2020).

The assessment of a transportation project’s VMT should disclose the VMT without the project and the difference in VMT with the project. Any growth in VMT attributable to the transportation project would result in a significant impact.

Capacity improvement projects have the potential of producing significant transportation impacts because they are likely to induce travel. According to the OPR TA, induced travel is the additional vehicle travel that is caused by the new capacity on the roadway. The induced travel could include route switching, time-of-day change, modal shift, longer trips, new trips to existing destinations, and additional travel due to new development. Many traffic models have limited abilities to forecast new trips and new developments associated with the capacity improvements, as their land use or socioeconomic databases are fixed to a horizon date. OPR refers to a limited set of reports that would indicate elasticities.

The most recent major study (Duranton & Turner 2011, p. 24), estimates an elasticity of 1.0, meaning that every 1 percent change in lane miles results in a 1 percent increase in VMT.

The TA presents one method to identify the induced growth, as follows.

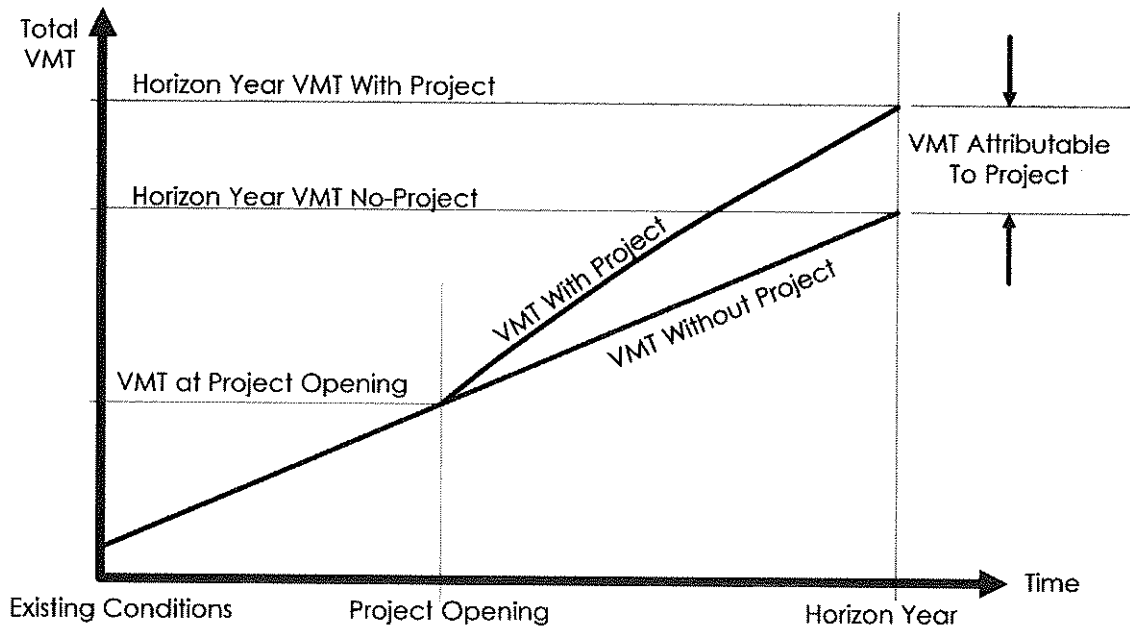
To estimate VMT impacts from roadway expansion projects:

- 1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).*
- 2. Determine the percentage change in total lane miles that will result from the project.*
- 3. Determine the total existing VMT over that same area.*

4. Multiply the percentage increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from the project}]$$

Figure 11 provides a representative illustration of induced VMT attributable to a project.



Source: Presentation: Caltrans Transportation Analysis under CEQA or TAC: Significance Determinations for Induced Travel Analysis (SHCC Pre-Release Session 2 Jeremy Ketchum, Division of Environmental Analysis, Caltrans; March 2, 2020).

Figure 11: Induced Travel – VMT Attributable to a Project

Caltrans has identified a computerized tool that estimates VMT generation from transportation projects. It was developed by the National Center for Sustainable Transportation (NCST) at University of California, Davis and is based on elasticities and the relationship of lane mile additions and growth in VMT. It uses Federal Highways Administration definitions of facility type and ascribes VMT increases to each facility. Output includes increases on million vehicle miles per year. Caltrans is investigating its use for all its VMT analyses of capital projects on the State Highway System. The NCST tool is available at <https://blinktag.com/induced-travel-calculator>. Figure 12 provides an illustration of that tool.

Caltrans
 No. 100000
 Transportation

Induced Travel Calculator Calculator About

Overview

This calculator allows users to estimate the VMT induced annually as a result of adding general-purpose or high-occupancy vehicle (HOV) lane miles to roadways managed by the California Department of Transportation (Caltrans) in one of California's urbanized counties (counties within a metropolitan statistical area (MSA)). The calculator applies only to Caltrans-managed facilities with Federal Highway Administration (FHWA) functional classifications of 1, 2 or 3. That corresponds to interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

How to Use

To obtain an induced VMT estimate for a roadway capacity expansion project, enter the project length (in lane miles added) and geography (MSA for additions to interstates; county for additions to other Caltrans-managed class 2 or 3 facilities).

[View about this calculator](#)

Calculator

- Select facility type
 - Interstate highway (class 1 facility)
 - Class 2 or 3 facility
- Select MSA

Fresno
- Input total lane miles added

1 miles

Calculate Induced Travel

Results

3.6 million additional VMT/year
Vehicle Miles Travelled

Fresno MSA currently has **268 lane miles** of Interstate highway on which **987 million** vehicle miles are travelled per year.

A project adding **1 lane miles** would induce an additional **3.6 million** vehicle miles travelled per year.

Fresno MSA consists of 1 county (Fresno County).

This calculator is using an elasticity of **1.50**.

[Read more about this calculator](#)

This calculator was originally developed at the National Center for Sustainable Transportation at the University of California, Davis. Funding for this work was provided by the California Department of Transportation.

Source: <https://blinktag.com/induced-travel-calculator/index.html>

Figure 12: Caltrans Induced Travel Calculator

The TA provides other options to identify induced growth- and project-related VMT. These include:

1. Employ an expert panel. *An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.*
2. Adjust model results to align with the empirical research. *If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.*
3. Employ a land use model, running it iteratively with a travel demand model. *A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.*

The TA provides a final warning:

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

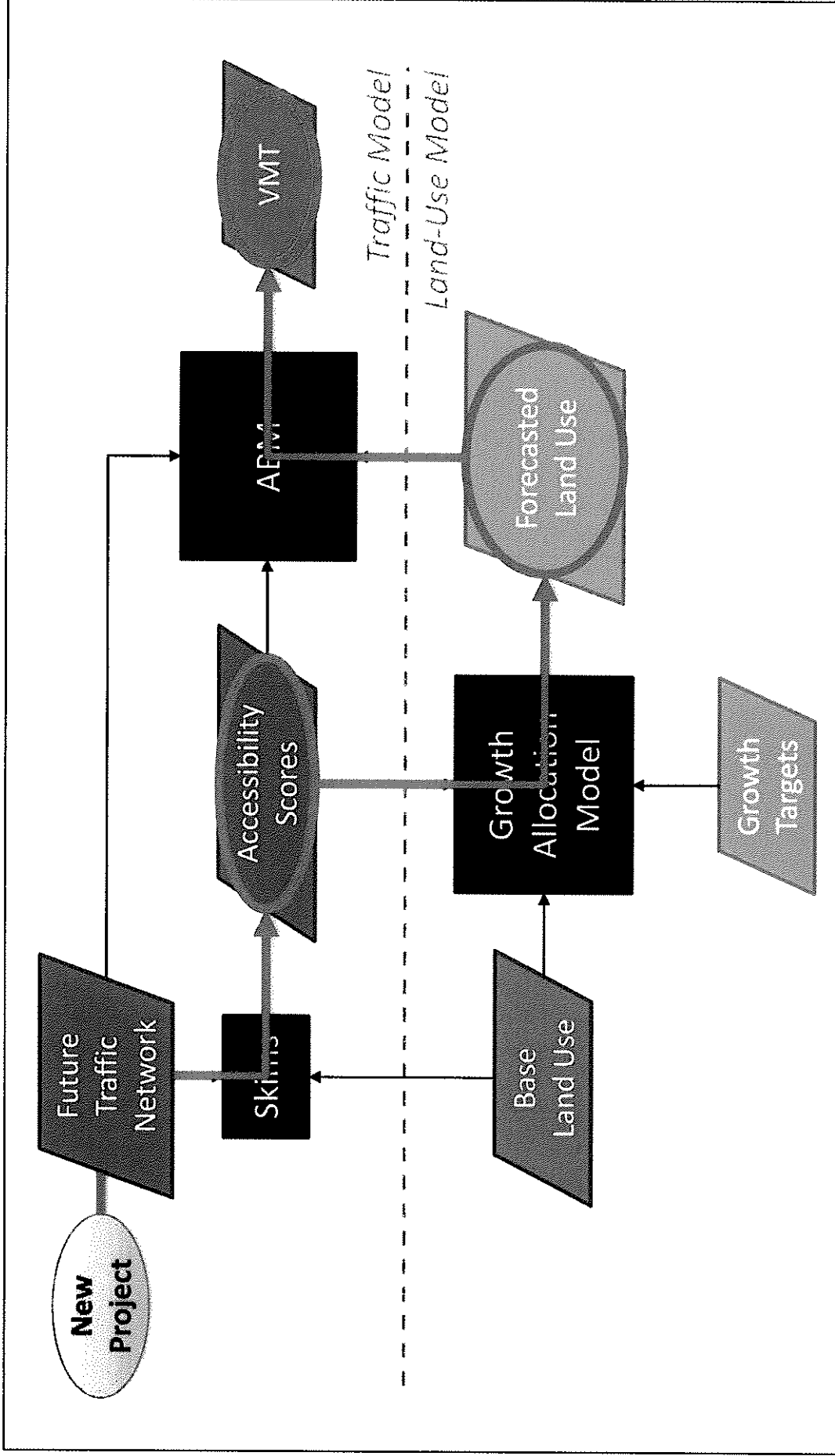
Due to the lack of sensitivity of the NCST tool to project location, roadway type, congestion level, surrounding land uses, and localized trip characteristics, it was determined that the Fresno COG ABM is able to provide a more robust and comprehensive estimation of the VMT generated by capacity projects if combined with an integrated land use modeling process. The Fresno COG ABM is a tour-based model that is sensitive to route switching, mode shift, time-of-day change, longer trips, and new trips to existing destinations due to capacity improvements to the transportation system. In order to address the induced travel generated from new land use due to capacity improvements, which the ABM is not sensitive to by itself, Fresno COG staff and the Resource Systems Group, Inc. (RSG) have prepared a detailed iterative and integrated process for the induced VMT analysis. The methodology looks at induced VMT from new land uses generated by transportation capacity improvement projects. It provides iterative and incremental feedback between the Fresno COG ABM and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa. For capacity projects that are not under Caltrans' jurisdiction, it is recommended that the Fresno COG ABM in combination with the expanded land use tool be utilized to calculate project-related induced VMT. As illustrated in Figure 11, VMT attributable to the project must be calculated by evaluating no project and with project conditions

under the horizon year scenario using Fresno COG ABM. Net increase in induced VMT will result in a significant impact for the proposed project.

Figure 13 illustrates a conceptual overview of the methodology to be followed to calculate induced demand. As illustrated in Figure 13, the effect of induced VMT will be required to be evaluated with an integrated land use and travel demand modeling process.

Detailed description of the integrated process for estimating induced VMT is provided in Appendix A.

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LSA

FIGURE 13

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CHAPTER 6. THRESHOLD RECOMMENDATIONS FOR LAND USE PLANS

The OPR guidance has provided guidance on traffic analyses for land use plans in the TA. The TA reiterates previous direction regarding individual land use assessments:

- Analyze the VMT outcomes over the full area over which the plan may substantively affect travel patterns (the definition of region).
- VMT should be counted in full rather than split between origins and destinations (the full impact of the project VMT).

The TA provides a single sentence as consideration for land use plans. It states, “A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office or retail land uses would in aggregate exceed the respective thresholds recommended above.” This recommendation refers to a threshold of exceeding 13 percent below the existing regional average, for residential and office uses and no net gain for retail land uses.

To assess a land use plan, use of a traffic-forecasting tool is recommended. Therefore, Fresno COG recommends use of the ABM to assess VMT for land use plans. The total VMT for the plan may be identified for all four types and all potential VMT contributors within the plan area. Model runs may be conducted for the existing base year and the horizon year with project (plan).

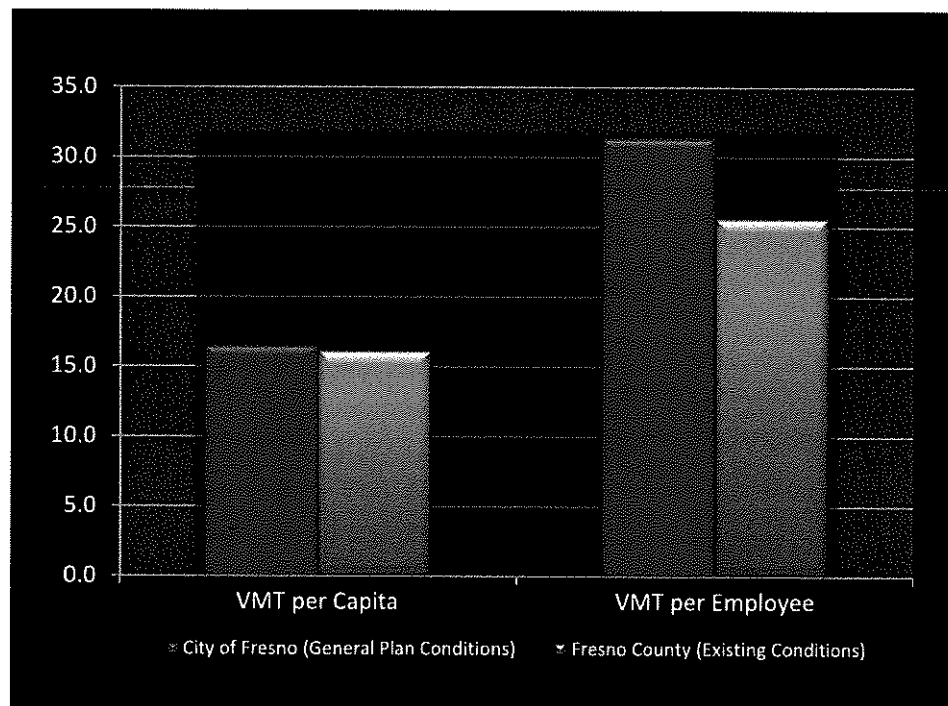
The SB 375 process establishes ambitious and achievable GHG reduction targets for the 18 MPOs in the State. The achievements of the targets are provided through the integration of land use and transportation planning, not solely through the imposition of regulation on passenger cars and light-duty trucks. CARB reviews the strategies and programs that the regional agencies put in place in the SCS to achieve the GHG reduction. The CARB approved the new GHG reduction targets for all the 18 MPOs in the State in the spring of 2018. The 2018 targets are applicable to the third SCSes for the MPOs.

Other legislative mandates and State policies speak to GHG reduction targets. A sample of these include:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- SB 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Executive Order (EO) B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- EO S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.

- EO B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

Therefore, the recommended methodology for conducting VMT assessments for land use plans is to compare the existing VMT per capita and/or VMT per employee for the region with the expected horizon year VMT per capita and/or VMT per employee for the land use plan of the jurisdiction. If there is a net increase in the VMT metric under horizon year conditions, then the project will have a significant impact. Figure 14 illustrates the comparison of VMT per capita and VMT per employee under the horizon year for the City of Fresno General Plan compared to the existing regional VMT per capita and existing VMT per employee, respectively.



Source: Fresno COG Activity Based Model

Figure 14: VMT Per Capita and VMT per Employee Comparisons - City of Fresno General Plan versus Fresno County under Existing Conditions

CHAPTER 7. MITIGATION STRATEGIES

When a lead agency identifies a significant CEQA impact according to the thresholds described above, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. Although previous LOS impacts could be mitigated with location-specific LOS improvements, VMT impacts will require mitigation of regional impacts through more behavioral changes. Enforcement of mitigation measures will be still be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs.

7.1 Definition of Mitigation

Section 15370 of the *2020 State CEQA Guidelines* defines mitigations as follows:

“Mitigation” includes:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.*
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.*
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.*

Section 15097 of the *State CEQA Guidelines* states that “the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.”

VMT mitigations may not be physical improvements; rather, they are complex in nature and will significantly depend on changes in human behavior. Therefore, it will be important that lead agencies develop a proper monitoring program to ensure the implementation of these mitigation measures, throughout the life of a project, in compliance with CEQA. Lead agencies must also coordinate with other responsible agencies as part of this monitoring program to determine the feasibility of the mitigations and whether they would last in perpetuity.

Historically, mitigation measures for LOS based transportation impacts have addressed either trip generation reductions or traffic-flow-capacity enhancements. LOS mitigation measures include adding capacity to intersections, roadways, ramps, and freeways. However, transportation demand management (TDM) actions, active transportation amenities, and other measures to reduce the number of trips creating an impact are also possible mitigation strategies.

LOS based mitigations are mostly physical improvements whose benefits are observable, measurable, and virtually perpetual. The addition of a left-turn lane at an intersection will behave similarly regardless of location and will continue to perform as intended until the lane is removed or modified. A lane mile of roadway will carry a similar volume of traffic if designed consistently across most jurisdictions in California, and it will continue to do so as long as the lane exists.

The definition of VMT mitigation measures is somewhat different. Most VMT mitigations may seem feasible from a theoretical perspective, but practical implementation of these strategies as formal CEQA mitigation measures in perpetuity is yet to be tested. Several of these mitigations are contextual and behavioral in nature. Their success will depend on the size and location of the project as well as expected changes in human behavior. For example, a project providing a bike share program does not necessarily guarantee a behavioral change within the project's population; the level of improvement may be uncertain and subject to the whim of the population affected.

LOS mitigations (such as addition of turn lanes) focus more on rectifying a physical CEQA impact (strategy "c" of *State CEQA Guidelines* Section 15370). On the contrary, the majority of VMT mitigations (such as commute trip-reduction programs) will aim at reducing or eliminating an impact over time through preservation and monitoring over the life of the project (strategy "d" of *State CEQA Guidelines* Section 15370). Additionally, some VMT mitigations (such as those focused on land use/location-based policies) will aim at minimizing impacts by reducing the number of trips generated by the projects (strategy "b" of *State CEQA Guidelines* Section 15370).

Furthermore, it may be that identified VMT impacts cannot be mitigated at the project-specific level. Most VMT impacts are in the context of the region of analysis. The incremental change in VMT associated with a project in the particular setting in which it may be located would suggest a greater VMT deficit than individual strategies can offset. Only a regional solution (e.g., completion of a transit system, purchase of more transit buses, or gap closure of an entire bicycle master plan system) may offer the incremental change necessary to reduce the VMT impact to a level of insignificance. Also, VMT, as a proxy for GHG emissions, may not require locational specificity. A project does not necessarily need to diminish the VMT at the project site to gain benefit in VMT and GHG reduction in the State. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to the State's ultimate climate goals. This is the basis for the cap-and-trade strategies.

These issues of regional scale, partial participation, and geographic ambiguity confound the certainty of agency identification of VMT mitigation measures. Section 15126.4 of the *State CEQA Guidelines* states, "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. **Formulation of mitigation measures shall not be deferred until some future time** [emphasis added]." Certainty does not yet exist that partial participation in VMT mitigation measures is permissible. Regional VMT mitigation is considered the most effective method for large-scale VMT reduction, yet the cost and implementation barriers are greater in most cases than one project can undertake. The only exception may be where VMT mitigation strategies are provided at a regional level in the form of mitigation banks, fees, and exchanges and the projects are subject to contribute to these fee

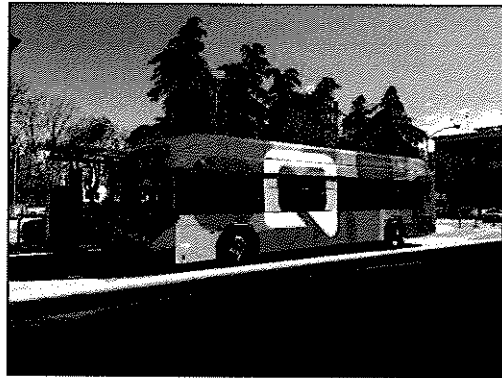
programs consistent with applicable provision to ensure compliance and consistency with CEQA and other legal requirements.

Section 21099 (b) (4) of the PRC states, "This subdivision [requiring a new transportation metric under CEQA] does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority." Hence, despite the fact that automobile delay will no longer be considered a significant impact under CEQA, the lead agency can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, in that case, the project might still be required to propose LOS improvements for congestion relief in addition to VMT strategies as CEQA mitigation measures.

7.2 Mitigation Measures

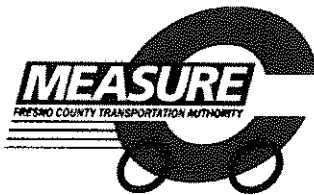
7.2.1 Land Use Development Projects and Community/General Plans

Mitigations and project alternatives for VMT impacts have been suggested by the OPR and are included in the TA. VMT mitigations can be extremely diverse and can be classified under several categories such as land use/location, road pricing, transit improvements, commute trip reduction strategies, and parking pricing/policy. However, the issue with VMT mitigations is the quantitative measurement of the relief provided by the strategies. How much VMT reduction does a TDM program, a bike share program, a transit route, or 1 mile of sidewalk provide? Improvements related to VMT reduction strategies have been quantified in sources such as the California Air Pollution Control Officers Association (CAPCOA) report *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA Green Book) and CARB sources, and are generally presented in wide ranges of potential VMT reduction percentages.



Source: <https://abc30.com/3126364/>

Bus Rapid Transit in City of Fresno



Source:
[https://www.fresnocog.org/
project/measure-c/](https://www.fresnocog.org/project/measure-c/)

**Fresno County Transportation
Authority's Measure C Program**

Appendix B is a summary of the different VMT mitigation measures and project alternatives stated in the CAPCOA Green Book (only those strategies directly attributed to transportation) and the OPR TA for land use development projects. It also refers to mitigation measures listed in other sources such as the VMT Measurement Calculator for the City of Los Angeles, the transportation analysis guidelines for the City of San Jose and the San Diego Region, and the memorandum *Analysis of VMT Mitigation Measures Pursuant to SB 743*, prepared by Iteris, Inc., for the Los Angeles County Metropolitan Transportation Authority.

Appendix C provides a list of mitigations for land use development projects based on the research work performed by Deborah Salon, Marlon G. Boarnet, Susan Handy, Steven Spears, and Gil Tal with the support of CARB. For a few mitigation measures, Fresno COG staff conducted additional research as applicable to the Fresno COG region using the Fresno COG ABM and locally available empirical data. Based on that analysis, specific VMT reduction percentages were developed for these mitigation measures. Details about these mitigation measures are provided in the *Fresno County SB 743 Implementation Regional Guidelines – Technical Documentation*.



Source: <https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2016/09/170022FresnoATPFinal012017.pdf>

Bike Routes in the City of Fresno

For all other mitigation measures, the project applicant will be required to provide a substantial evidence while identifying a project-specific value. In case that information is not available, consistent with the Fresno COG's recommendations, the project should apply the low-point of provided ranges for VMT reduction. Where a mitigation strategy does not have an identified VMT reduction range, the project applicant would be required to provide a reduction estimate supported by evidence.

As for land use plans, the potential mitigation measures for community/general plans would be similar to those for land use development projects, with certain modifications. The OPR TA does not specifically state any VMT mitigations for land use plans. However, the transportation impact study guidelines for the San Diego Region list potential mitigation measures. These measures have been summarized in Appendix D along with corresponding VMT reduction percentages obtained from CAPCOA.

It must be noted that Appendices B through D provide only summaries of the mitigations stated in the sources mentioned above. The reader should refer to the original source for further details and for subsequent updates to the mitigation measures. Also, Appendices B through D do not provide an exhaustive list of mitigation measures to offset the CEQA impacts. Other measures can also be accepted by agencies based on provision of substantial evidence.

As additional mitigation measures are developed to offset VMT impacts in the future for the *State CEQA Guidelines* process, linkages between the strategy and the incremental effect and quantified offset must be made. This can be based on other sources' observations and measurements or the agency's experience in these practices. The key to mitigation is to base its efficacy on real and substantial evidence.

7.2.2 Transportation Projects

Although OPR provides detailed guidance on how to assess induced-growth impacts associated with transportation projects, it leaves the subject of mitigation measures vague. Only four strategies are suggested as mitigation measures:

- Tolling new lanes to encourage carpools and fund transit improvements.
- Converting existing general-purpose lanes to HOV or HOT lanes.
- Implementing or funding off-site travel demand management.
- Implementing Intelligent Transportation Systems strategies to improve passenger throughput on existing lanes.



Source: <https://medium.com/@davidcanepa/toll-lanes-good-for-the-rich-bad-for-the-environment-4f1ec24105d3>

Toll Lanes

No quantified reduction percentage is allocated to these strategies, and LSA could find no substantial evidence that would provide guidance to levels of significance after implementation of these strategies. Review of the four recommended strategies suggests that OPR is directing strategies away from general-purpose mixed-flow lanes on expressways, freeways, and arterial highways. Inasmuch as these are the project descriptions and Purpose and Need, the project intent and the project mitigation may be at odds. The lead agency would be subject to an SOC for the capital project VMT impact.

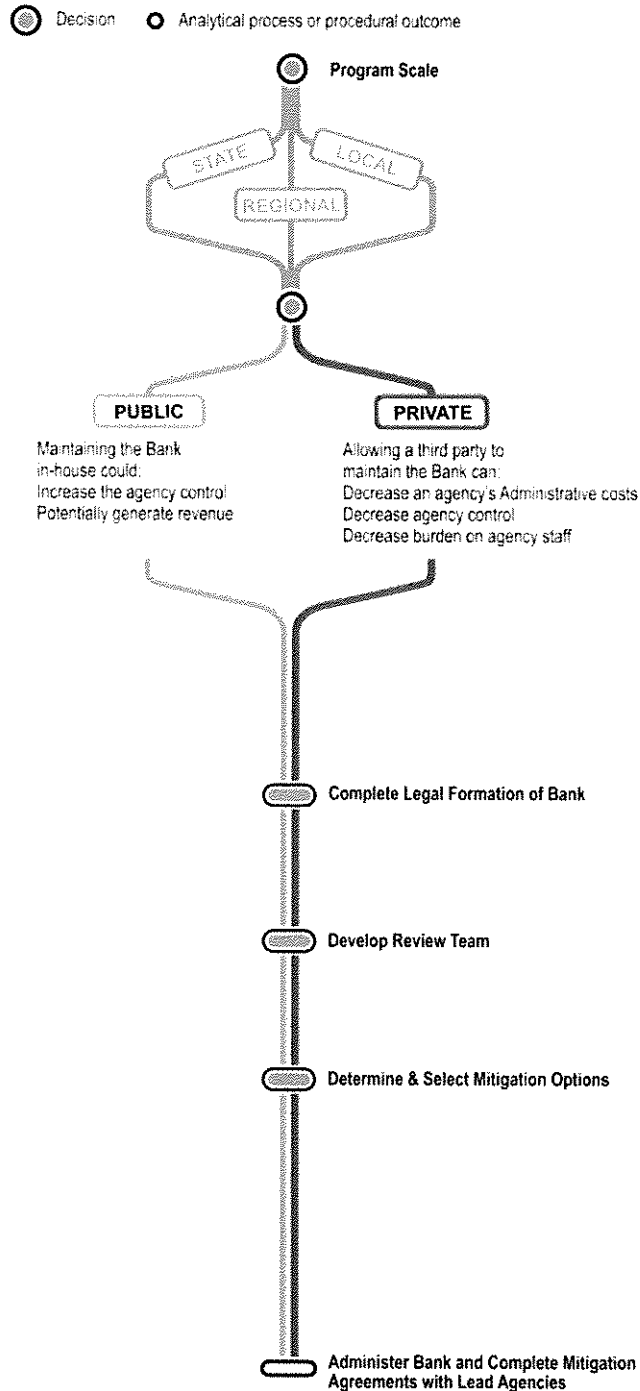
7.3 Funding Mechanisms

The change in the metric for transportation impacts from LOS to VMT will lead to a shift in impacts and mitigation measures from being local and project-specific to being more regional in nature. OPR acknowledges the regional nature of VMT impacts and states that regional VMT reduction programs and fee programs (in-lieu fees and development impact fees) may be appropriate forms of mitigation. Fee programs are particularly useful to address cumulative impacts. It is very important for the agencies to coordinate with the RTPA or the MPO to develop such mitigation programs that would fund transit, develop active transportation plans, etc. These programs are regional in nature and best suited for administration by the regional agency. Regional agencies may also wish to coordinate with appropriate stakeholders, including participating local jurisdictions, developers, and other interests while conducting nexus studies and checking for rough proportionality and compliance with CEQA.

Most of the VMT mitigations included in Appendix B are applicable in urban areas. They are less effective in suburban and rural contexts, where TDM strategies may become diluted or are not applicable. Thus, site-specific strategies are more suitable in urban areas, whereas program-level strategies are more suitable for projects in suburban/rural areas. In the latter approach, cumulative contributions for development mitigations can pay for VMT reduction strategies that would not be feasible for the individual projects to implement themselves. Apart from fee programs, program-based mitigation approaches may include mitigation exchanges and mitigation banks. The mitigation exchange concept requires a developer to implement a predetermined project that would reduce VMT in order to propose a new one. On the other hand, the concept of mitigation banks seeks to establish monetary values for VMT reductions so that developers can purchase VMT reduction credits.

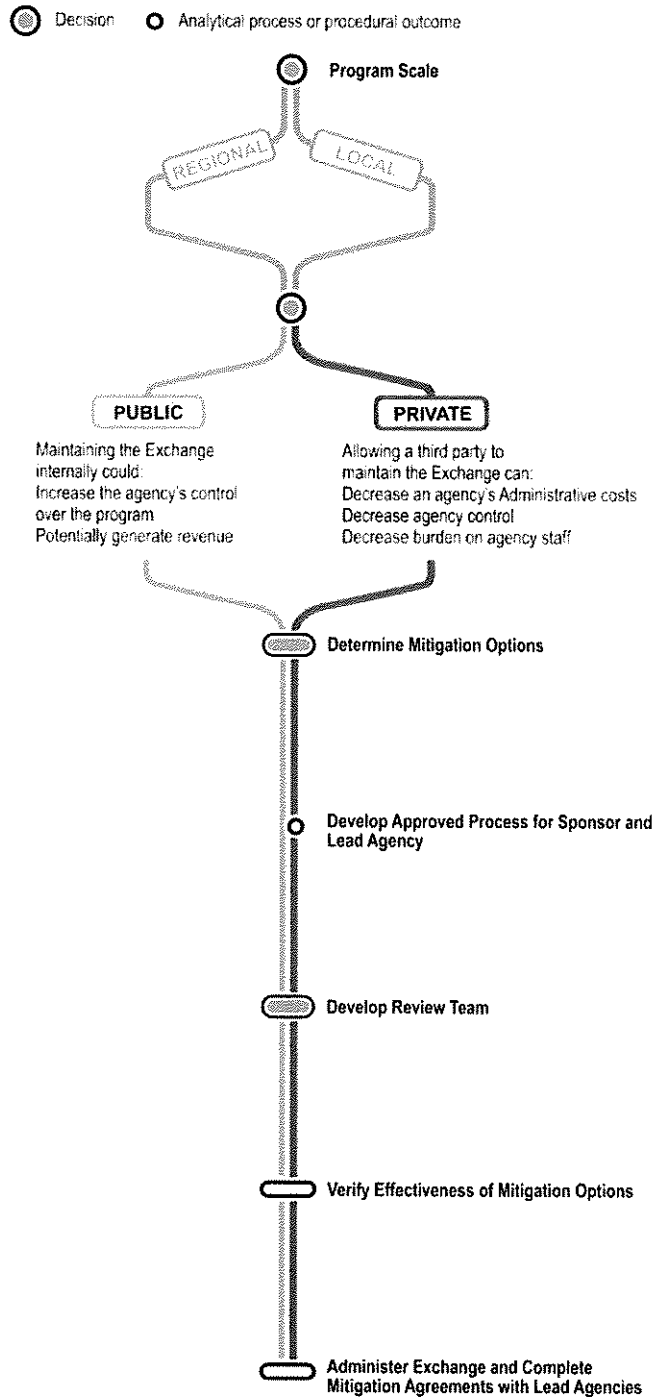
As previously stated, VMT impacts are more regional in nature. Hence, there might be requirements for mitigations outside the control of the lead agency, and without consent from the agency controlling the mitigations, the impacts might remain significant and unavoidable. Additionally, identification of regional improvements where projects can contribute their fair share to mitigate impacts might prove to be difficult. Therefore, it is recommended that local agencies working collaboratively within their regions to ultimately establish fee programs, mitigation banks, and exchanges as the most efficient way to establish a regional mitigation pathway where the projects can contribute. Procedural flow charts for VMT banks, exchanges, and impact fees are on the following pages.

Procedural Flow Chart – VMT Bank



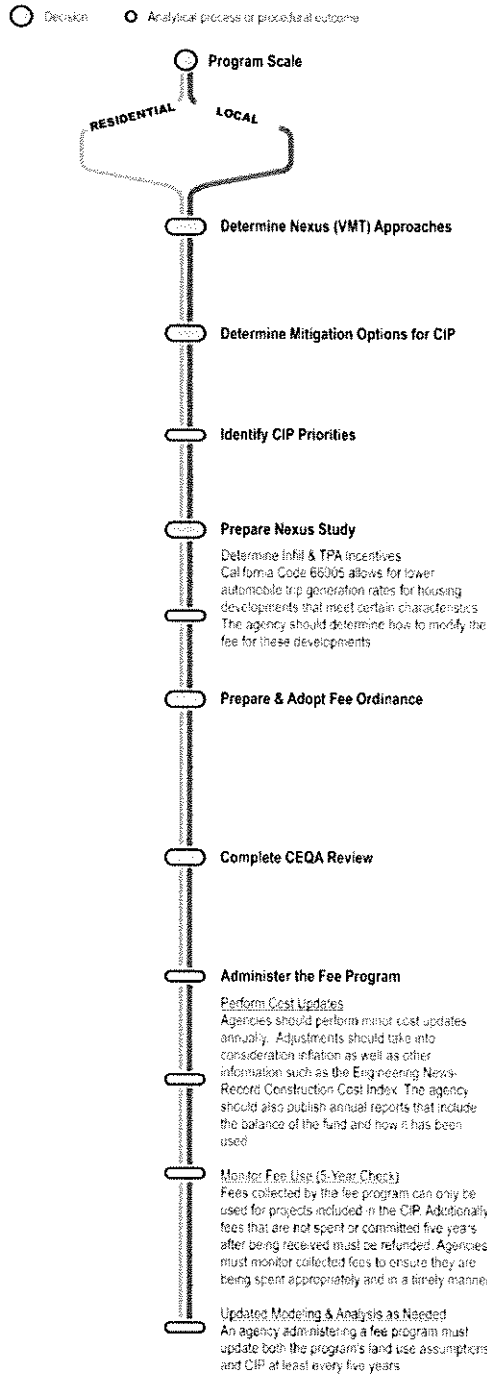
Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Procedural Flow Chart – VMT Exchange



Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Procedural Flow Chart – VMT Impact Fee



Source: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

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APPENDIX A

INTEGRATED PROCESS FOR ESTIMATING INDUCED VMT

Appendix A: Estimating Induced Demand for Roadway Capacity Projects

Short Term Induced Demand

Increasing roadway capacity is primarily aimed at decreasing auto travel times, either by adding capacity to existing facilities or by providing a more direct travel route between origins and destinations. The term 'induced demand' is used to describe an economic concept where increased supply (in this case, road capacity) results in an increase in demand. In transportation, increased demand can be measured a number of ways. In cases where capacity is added to an existing facility, volume can be compared before and after the capacity increase. However, this is not a useful measure in cases where a new facility is added to the system. Therefore, total vehicle miles of travel is often used as a systemwide measure of induced demand.

In his seminal book *Stuck In Traffic* (Brookings Institution Press, 1992), economist Anthony Downs describes a concept termed "Triple Convergence". This refers to the idea that if roadway capacity is added to a new road overnight, the next day there would be much less congestion on the road. But over time, the road would fill back up with traffic and the travel time would be close to or as congested as it was before capacity was added. The reason for this is because of three behavioral responses; travelers who were taking alternative routes would switch to the new road (route switching), travelers who were traveling in off-peak time periods would switch to peak periods (time-of-day switching), and travelers who were traveling by alternative modes would switch to auto (mode switching).

There are actually two other effects that Downs doesn't consider: travelers could select new destinations in the corridor if faster travel times make more destinations accessible to activities, and travelers could travel more frequently in total if faster travel times made time available for new activities that were not possible before. For example, people going to work instead of telecommuting or people going to a movie instead of watching one at home.

The Fresno activity-based model (FresnoABM) comprises of demand and network models that fully cover the above described behavior. DaySim is the activity-based model component. It consists of a series of sub-models including long-term choices such as work and school location choice, and auto ownership, and short-term choices such as tour and stop generation, tour and stop time-of-day choice, tour and stop mode choice, and other choices – see Figure 1. The result of the activity-based model is travel demand for the residents of Fresno County. These models are sensitive to accessibilities (e.g. travel time) throughout the model system. Therefore, changes in travel times affect all of the model components.

Once travel demand is generated, auto trips are assigned to the auto network using Cube software. Level-of-service skims are built based on the congested travel times in the network and used for the next iteration of demand. . In total, the model is run three times to achieve convergence, where the travel times input to the model are consistent with the travel times generated by the demand in the model. This can be thought of as an equilibrium solution between supply and demand. Iteration is also

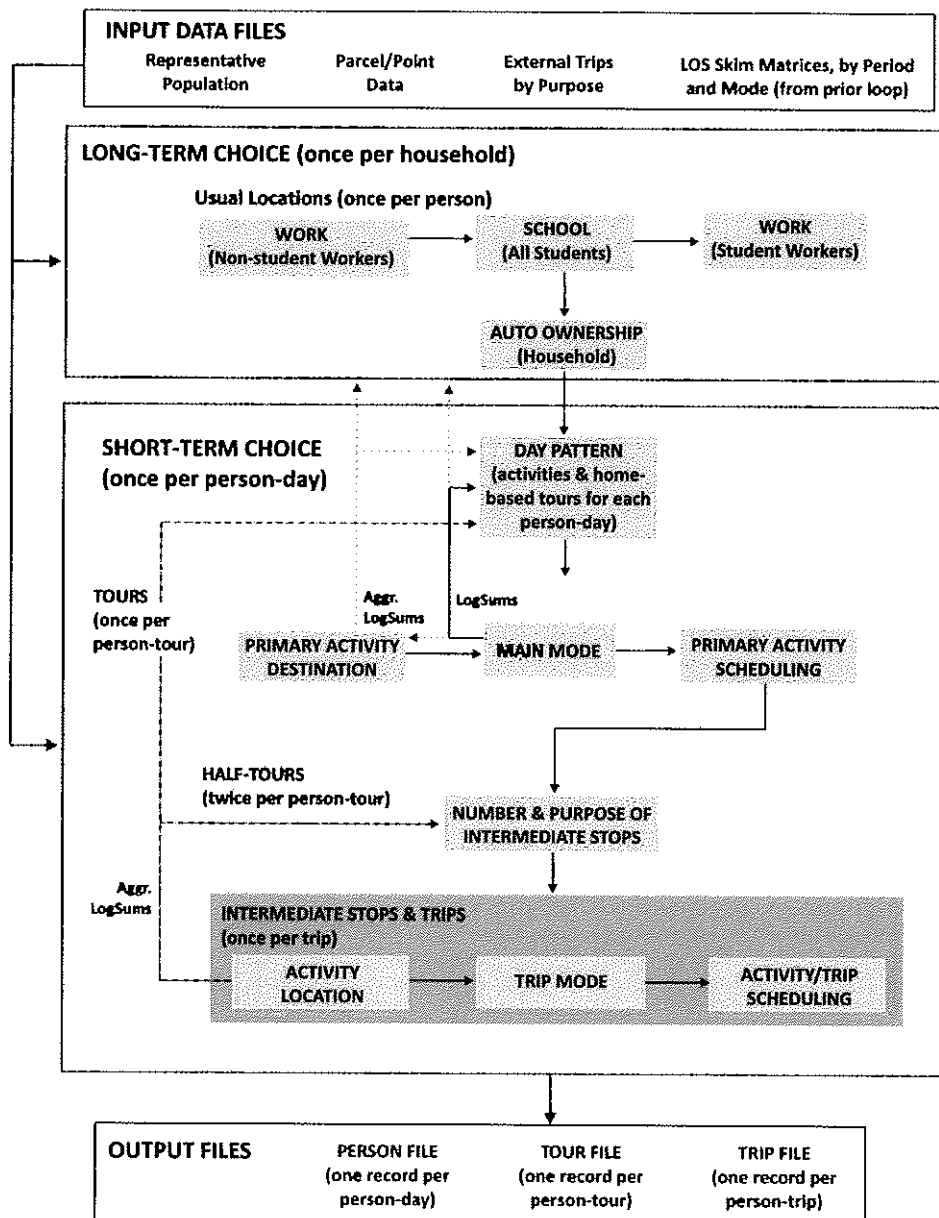


FIGURE 1: DAYSIM SUB-MODELS

used within the traffic assignment step itself, according to a process that seeks to find a condition known as 'Wardrop's User Equilibrium' where, given fixed demand (from the last iteration of the travel model) no user can switch their route and find a lower cost path. This process accounts for the effects of congestion on route choice. The other aspects of changes of travel behavior referred to above (time of day switching, mode switching, destination switching, and frequency of travel) are considered explicitly by DaySim.

It should also be pointed out that because equilibrium is achieved both in traffic assignment and in global feedback loops, the result of the model is one in which travelers may be switching multiple times in multiple directions to achieve equilibrium. What we observe at the end of the process is what Downs

observes after capacity increases over time; the roadway capacity increase may lead to increased volumes, which results in increased congestion which could be close to or the same as the congestion before the roadway capacity increase, albeit with more vehicles and an overall increase in utility.

In 2008, Sacramento Area Council of Government (SACOG) performed several tests using DaySim to examine sensitivity to induced travel. The results were documented in a report (https://www.sacog.org/sites/main/files/file-attachments/appendix_c-4_travel_model_documentation.pdf) and also published in a scientific journal paper (<https://www.sciencedirect.com/science/article/pii/S1755534513700277>).

Long Term Induced Demand

According to many studies and literatures such as Fundamental Law of Road Congestion: Evidence from US Cities (Duranton and Turner, 2011), and Impact of Highway Capacity and Induced Travel on Passenger vehicle Use and Greenhouse Gas Emissions Policy Brief (Handy and Boarnet, 2014), transportation capacity projects also have long term impacts on vehicle miles traveled. One of the long term impacts from capacity improvement is land use changes, which may include more dispersed development in remote areas if no proper land use control policy is in place. Such more dispersed development in remote areas will lead to additional VMT should it be allowed to happen without any mitigation. Since most travel demand models, including ABMs, have a separate land use modeling process, the land use changes generated by the new capacity improvements are generally not reflected in the traditional travel demand forecasting process. In order to address the long term VMT impacts from land use changes generated by capacity improvement projects, Fresno COG, in collaboration with RSG Inc., developed an integrated process to estimate both the short term and long term VMT impacts from new capacity improvement.

The following methodology is employed to estimate the effect of induced VMT from new land uses generated due to transportation capacity improvement projects. This process provides iterative and incremental feedback between the activity-based travel-demand model (ABM) and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa.

Step 1: Base Year Model Run

A full ABM run is performed with base year network and socioeconomic data.

Step 2: Incremental Land-Use Allocation

An increment period is determined for the land-use allocation (e.g. 3 years). Growth targets are established for the new year at the zone, jurisdiction, and regional level. Planned transportation improvements for the new target year are incorporated into the model network.

For each incremental target year, skim results from the previous target year's ABM run are analyzed and fed into the land-use allocation model. The skims essentially indicate the accessibility of each zone by mode, i.e. a time-weighted aggregation of housing and services reachable by that zone using the coded traffic network. This takes into account both the relative location of each zone to destinations in other zones, as well as the nature and quality of the transportation choices available to that zone to reach those destinations.

The base parcel fabric is then analyzed for development attractiveness, including factors such as existing development characteristics, planned land-use characteristics, proximity to high-quality transit, intersection with conservation zones, etc. Also considered are the skim results from the previous run, making parcels in zones with high accessibility to jobs and housing via the previous model network (including transportation improvements) more attractive to new development. In this way, the transportation projects reflected in the previous run contribute to the accessibility of each zone and, consequently, the attractiveness of parcels for new development.

Each of the factors considered above are weighted and aggregated to create a total development score for each parcel in the planning area, where higher scores denote parcels that are more likely to attract future development.

Finally, development is assigned beginning with the highest-scoring parcels until growth targets are achieved – first at the zone level, then at the jurisdictional and regional levels. The character and intensity of each parcel’s development is consistent with the planned land use designated to that parcel by the applicable jurisdiction’s general and/or specific plans. The new land-use pattern (along with the improved model network) is then run through the ABM process again, and the procedure repeats for the next increment period. This iterative process continues until the horizon year is met.

Land-Use Allocation Tool

The land-use allocation tool has the following parameters:

Data Inputs

- **Base Year Socioeconomic Data.** This includes population, housing, and employment data at the parcel, microzone (MAZ) and traffic analysis zone (TAZ) levels.
- **Demographic Forecast.** Detailed growth forecast data providing jurisdiction-level (i.e. spheres of influence) growth targets.
- **ABM Skim Results.** The allocation model incorporates ABM skim results for the following modes: bike (MAZ-level), transit (TAZ-level), and SOV (TAZ-level).
- **Development Type Data.** Future growth is allocated by using archetypal development types that are designed to be reflective of the land-use designations described in the general and specific plans of the jurisdictions in the region. Each parcel eligible for future growth is assigned development types that represent, respectively, low-intensity, moderate-intensity, and high-intensity development.
- **Cube Land Model Results (optional).** The land-use allocation model supports the incorporation of TAZ-level growth targets from a Cube Land run, controlled to a user-provided level of confidence.

Input Parameters

- **Target Year**
- **Parameter Weights.** The user can indicate the weight of each of the following parameters when determining a parcel’s development attractiveness score:
 - **Infill Weight.** Parcels closer to city limits or the geographic center of an unincorporated community have a higher infill score.

- **Conservation Weight.** Parcels are given conservation scores based on the percentage of their area that does not intersect with any conservation resources (e.g. important farmland).
- **TOD Weight.** Parcels closer to high-quality transit can be given a higher weight.
- **DT Weight.** Parcels located in the downtown region of the FMCA can be given a higher weight.
- **Bike Weight.** Parcels in zones with more favorable bike skim results have a higher bike score.
- **Transit Weight.** Parcels in zones with more favorable transit skim results have a higher transit score.
- **SOV Weight.** Parcels in zones with more favorable SOV skim results have a higher SOV score.
- **Density Weight.** Parcels whose development types have higher net density are given higher density scores. Used to calibrate region-wide density measures.
- **Single-Family Weight.** Parcels with single-family units in their development types are given higher SF scores. Used to calibrate region-wide housing mix measures.
- **Mixed-Use Weight.** Parcels with mixed-use development in their development types are given higher MU scores. Used to calibrate region-wide housing mix measures.
- **Infill Penalty.** The total score of parcels within city limits can be penalized. Used to calibrate regional infill goals.
- **Redevelopment Penalty.** The total score of parcels with existing development can be penalized. Used to calibrate regional redevelopment goals.
- **Forecast Adjustments.** The following adjustments can be made if the user wishes to deviate from the demographic forecast:
 - **Population Adjustment.** The region-wide population growth target can be increased or decreased.
 - **Employment Adjustment.** The region-wide employment growth target can be increased or decreased.
 - **Vacancy Rate Adjustment.** The region-wide vacancy rate can be increased or decreased.
 - **Urban Adjustment.** The region-wide share of population and employment growth allocated to the urban area can be increased or decreased.
- **Redevelopment Minimum Density.** The minimum net density increase (combined housing and employment) can be set to screen out developed parcels that are unlikely to be redeveloped.
- **Cube Factor.** The TAZ-level growth controls from the Cube Land run, if any, are scaled to match the jurisdiction-level forecast data and then adjusted by this factor. This allows the user to control how much confidence is to be given to the Cube Land results and, alternately, how much influence and flexibility should be given to the land-use allocation model.

Output Parameters

- **Socioeconomic Data** for target year (parcel level)
- **Performance Metric Report**
- **PopulationSim Input Files:**
 - mazData.csv
 - gq_maz.csv

- countyData.csv
- **ABM Input Files:**
 - maz_parks.csv
 - se_detail.csv

Figure 2 below is a flowchart that demonstrates how the iterative modeling process will be conducted.

Method for Estimating Induced Demand

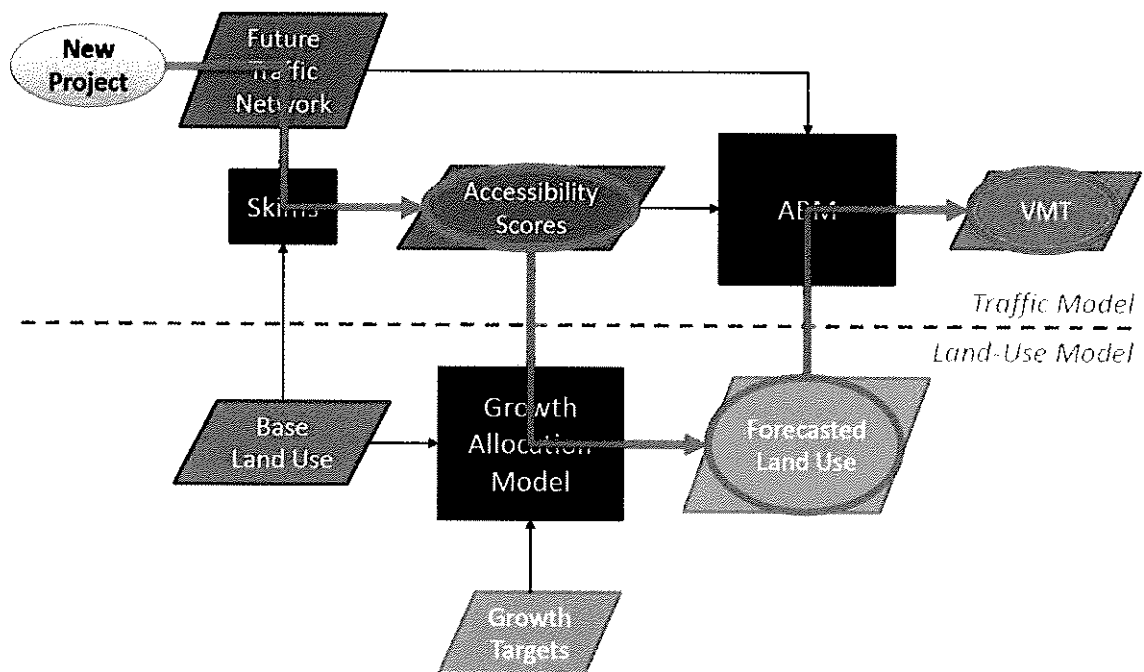


FIGURE 2 INTEGRATED INDUCED DEMAND MODELING PROCESS

Calibration and Validation

While calibrating what weight should be given to accessibility results across the various travel modes presents myriad challenges, including a lack of literature on the subject, Fresno COG will perform calibration runs and sensitivity analyses to ensure that the land-use allocation model is sensitive to these factors in intuitive and appropriate ways, using detailed land-use data for the Fresno County region from 2014 and 2019 to compare projected results from the allocation model to known data.

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APPENDIX B

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS (CAPCOA)

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno CCG & BMT)				San Diego Region ²				Notes
		City of Los Angeles ¹	City of San Jose ⁴	San Jose Metro ⁵	City of Los Angeles ¹	City of San Jose ⁴	San Jose Metro ⁵	City of Los Angeles ¹		
1) Provide a Bus Rapid Transit System (Addition of a New Route)	0.01% - 3.10%				Y	Y	Y	Y	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit service."
2) Provide a Bus Rapid Transit System (Substitution of an Existing Bus Route with a BRT Route)	0.02% - 3.20%				Y	Y	Y	Y	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit service."
3) Implement a local carpool program	1.00% - 15.00% commuted VMT				Y	Y	Y	Y	Y	Notes: CAPCOA TST-3 (Provide Ride-Sharing Programs; applicable in urban and suburban context; negligible impact in many rural contexts, but can be effective when a large employer in a rural area draws from a workforce in an urban or suburban area, such as when a major employer moves from an urban location to a rural location; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Ride share for employment uses only); City of LA (Measured in terms of employees eligible (%))
4) Implement a local vanpool program	0.30% - 13.40% commuted VMT reduction (for CAPCOA TST-11; Provide Employer-Sponsored Vanpool/ShareIt); 7.20% - 15.80% school VMT reduction (for CAPCOA TST-10; Implement a School Pool Program)				Y	Y	Y	Y	Y	Notes: Similar to CAPCOA TST-11 (Provide employer-sponsored vanpool/shuttle) - the measure is appropriate for urban, suburban, and rural contexts, and is appropriate for office, industrial, and mixed-use projects; City of San Jose (School bus vanpool); City of LA (Similar measure to Employer-sponsored vanpool or shuttle (Share It or vanpool); implementation low, medium, high); employees eligible (%); employer size (small, medium, large)
5) Expand transit network (Addition of a New Transit Line)	0.10% - 8.10%				Y	Y	Y	Y	Y	Notes: CAPCOA TST-3; Measure applicable in urban and suburban context, maybe applicable in rural context where alternative modes are available; appropriate for specific or general plans. This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit service"; City of San Jose (Increase transit accessibility to make destinations and low-carbon travel modes accessible, both applicable for both residential and employment uses); City of LA (Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%))
Subdivisions with Percentage VMT Reductions from CAPCOA VMT										
6) Incorporate bike lane street design (on-site)	1% increase in share of workers commuting by bicycle for each additional mile of bike lanes per square mile) (Bicycle Commuting and Facilities in Major U.S. Cities: 7 Year Update; Commuters Will Use Bicycles to Commute 20% More by 2030); 1% increase in bicycle commuting with each mile of bicycle per 100,000 residents (If You Build Them, Commuters Will Use Them; Cross-Sectional Analysis of Commuters and Bicycle Facilities by Nelson and Allen (1997))				Y	Y	Y	Y	Y	Notes: CAPCOA TST-5 (Encourage striping, benefits of Bike Lane Street Design are small and should be provided with the LUT-9 (Provide Design of On-Street Bicycle Facilities) measure; applicable in urban and suburban contexts and enhance multi-modal environment). The measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, industrial, and mixed-use projects. This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit service"; City of San Jose (Expanded the reach of bike access with investments in infrastructure; applicable for both residential and employment uses); City of LA (Provide bicycle facility along site (Yes/No))
7) Subsidize vanpool	0.30% - 13.40% commuted VMT				Y	Y	Y	Y	Y	Notes: CAPCOA TST-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects; City of San Jose (Subsidize Vanpool); City of LA (Employer-sponsored vanpool or shuttle (degree of implementation low, medium, high); employees eligible (%), employer size (small, medium, large))
8) Improve or increase access to transit	CAPCOA TST-2: Not quantified alone, grouped strategy with TST-3. Impact credit result from TST-3 (Improve transit service frequency/brand); CAPCOA LUT-5: 15.50% - 24.60%				Y	Y	Y	Y	Y	Notes: CAPCOA TST-2: Implement Transit Access Improvements (applicable in urban and suburban context, and appropriate for residential, retail, office, mixed use, and industrial projects); CAPCOA LUT-5: Increase Transit Accessibility (May be grouped with CAPCOA measures LUT-3 (limited use development), TST-2 (traffic calmed streets with speed connectivity), and PPT-1 through PPT-7 (parking management strategies); measures are applicable to a commercial or industrial development site in a rural context if development site is adjacent to a commercial or industrial development site in an urban or suburban context; City of San Jose (Increase transit accessibility to make destinations and low-carbon travel modes accessible, both applicable for both residential and employment uses); City of LA (Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%))

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	Total VMT Reduction Calculations (Local Data/Fresno CCG AB30)				City of Los Angeles Metro	City of San Jose ⁴	City of Los Angeles ⁵	San Diego Region ⁶	Notes
		CAPOA ³	OPN TA ⁴	City of Los Angeles Metro	City of San Jose ⁴					
9	Increase access to common goods and services, such as groceries, schools, and daycare									Notes: Similar to CAPCOA LUT-3 (Increase Density of Urban and Suburban Developments (Mixed Use)). Applicable in urban and suburban context; negligible in rural context (unless the project is a master-planned community appropriate for mixed-use projects) and CAPCOA LUT-4 (Applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Access to Neighborhood Schools: Applicable for residential uses only); City of San Jose (Very similar to measure "increase diversity of user" - Applicable for residential and employment uses)
10	Incorporate affordable housing into the project	N/A	Y	Y	Y	Y	N	Y	Notes: Similar measures to CAPCOA LUT-5 (Increase Affordable and Below Market Rate Housing). Applicable in urban and suburban context; negligible impact in a rural context unless transit availability and proximity to jobs/services are existing characteristics. Appropriate for residential and mixed-use projects; City of San Jose (Similar to measure "increase affordable and market rate housing" - Measure is applicable for residential uses only)	
11	Incorporate neighborhood electric vehicle network	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA SPT-3 (Neighborhood electric vehicles (NEV) would result in a mode shift and therefore reduce the traditional vehicle VMT and GHG emissions. Benefits are on an available NEV network and support facilities, NEV ownership levels, and the degree of shift from traditional; measure is applicable in urban, suburban, and rural context, for small citywide or large multi-use developments, and appropriate for mixed-use projects)	
12	Orient project towards transit, bicycle, and pedestrian facilities		Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-7 (Orient project toward non-auto corridor); Grouped strategy with LUT-1 (Increase Density of Urban and Suburban Developments (Mixed Use)); there is no sufficient evidence that the measures are additive. Other measures, including neighborhood design, density and diversity of development, transit accessibility and pedestrian and bicycle network improvements; the measure is applicable for urban or suburban context (may be applicable in a master-planned rural community) and is appropriate for residential, retail, office, industrial, and mixed-use projects	
13	Provide pedestrian network improvements		Y	Y	Y	Y	Y	Y	Notes: CAPCOA SPT-1 (Applicable in urban, suburban, and rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; reduction benefit only occurs if the project has both pedestrian network improvements on site and connections to the larger off-site network). This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit services"; City of San Jose (Provide pedestrian network improvements for active transportation; applicable for both residential and employment uses); City of LA (Included within project and connecting off-site/widely project only)	
14	Increase transit service frequency/speed		Y	Y	Y	Y	Y	Y	Notes: CAPCOA SPT-4 (Applicable in urban and suburban context; negligible in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit services"; City of San Jose (Similar to measure "Subsidize public transit service upgrades"); City of LA (Reduction in headways [increase in frequency] (M))	
15	Require project contributions to transportation infrastructure improvement projects		Y	Y	Y	Y	Y	Y	Notes: CAPCOA SPT-3 (Applicable in urban, suburban, and rural context; appropriate for residential, retail, office, mixed use, and industrial projects; not applicable for employment uses of the measures discussed above. This can be considered under Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit services".	
16	Increase destination accessibility		Y	Y	Y	Y	Y	Y	Notes: CAPCOA LUT-4 (Destination accessibility measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be the highest at central locations and lowest at peripheral ones; the location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces VMT; applicable for pedestrians to walk and bike to these destinations and therefore reduces VMT; for residential, retail, office, industrial, and mixed-use projects). This measure is applicable for Technical Advisory Measure "Improve pedestrian or bicycle networks, or transit services"; City of San Jose (Increase transit availability to improve last-mile transit connections; improve network connectivity/design to make destinations and low-carbon travel modes accessible both applicable for both residential and employment uses); City of LA (Lines within project site improved (<50% >=50%))	
17	Provide traffic calming measures		Y	Y	Y	Y	Y	Y	Notes: CAPCOA SPT-3 (Applicable in urban, suburban, and rural context; appropriate for residential, retail, office, mixed use, and industrial projects; not applicable for employment uses); City of LA (Streets with traffic calming improvements (M)), interactions with traffic calming improvements (M))	

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Road/Arterial/Collector)	CAPCOA	OPRTA ²	LA Region ³	City of San Diego	City of San Diego Region ⁴	Notes
18	Provide bike parking in non-residential projects	0.63% (as per the Center for Clean Air Policy (CCAP) Transportation Emission Guidebook)	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-6 (Bike Parking in Non-Residential Projects) has minimal impact as a standalone strategy and should be grouped with the LUT-9 (Improve Design of Development) strategy to encourage bicycling by providing strengthened street network characteristics and bicycle facilities; the measure is applicable in urban, suburban, and rural contexts. Appropriate for retail, office, industrial, and mixed-use projects; City of San Jose (Provides bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers) (Applicable for both residential and employment uses); City of LA (Include bike parking/showers, lockers, & repair station (Y/N)).
19	Provide bike parking with multi-unit residential projects	Not Quantified	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-7 (Grouped Strategy: the benefits of bike parking with multi-unit residential projects are quantified in the LUT-9 (Improve Design of Development) strategy. The measure is applicable in urban, suburban, or rural contexts. It is appropriate for residential projects.) City of San Jose (Provide bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers (Applicable for both residential and employment uses)); City of LA (Include bike parking/showers, lockers, & repair station (Y/N)).
20	Limit or eliminate parking supply	5.00% - 12.50%	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA PDT-3 (Applicable in urban and suburban contexts, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); reduction can be counted only if spillover parking is controlled (via residential permits and on-street market parking); follow multi-tiered strategy including 1) elimination/reduction of minimum parking requirements, 2) creation of maximum parking requirements, and 3) provision of shared parking; City of San Jose (Increase project parking supply at the project site to reduce parking demand and provide minimum parking requirements in the San Jose Municipal Code (Applicable for residential and employment uses)); City of LA (City code parking provision (space), actual parking provision (space)).
21	Unbundle parking costs from property costs	2.60% - 13.00%	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA PDT-2 (Applicable in urban and suburban contexts, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects; complementary strategies include workplace parking (retail); City of San Jose (Unbundle On-Site Parking Costs: Application for Residential Uses Only); City of LA (Monthly cost for parking [S]).
22	Provide parking cash-out programs	5.60% - 7.70% commute VMT	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-25 (Implement employee parking "cash-out"; the term "cash-out" is used to describe the employer providing employees with a choice of forgoing their current employer-provided parking for a cash-out payment that is equal to the cost of the parking space to the employer. The measure is applicable in urban and suburban contexts. The measure is not applicable in rural context; if complementary strategies are in place: a) Residential parking permits and market rate public on-street parking to prevent spill over parking; b) Unbundled parking - is not required but provides a market signal to employers to forgo paying for parking spaces and "cash-out" the employee instead. In addition, unbundling parking provides a price with which employers can utilize as a means of establishing "cash-out" prices; City of San Jose (Parking cash-out: Employee uses only); City of LA (Parking cash-out: Employees eligible [N]).
23	Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-1: Commute Trip Reduction Program - Voluntary, is a multi-strategy program that encompasses a combination of individual measures described CAPCOA measures TRT-3 through TRT-9. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a hierarchy of measures to be included in a combined set of strategies within a voluntary program. The difference between a voluntary and a required program is: A) Monitoring and reporting is not required. B) No established performance standards (i.e. no trip reduction requirements). The measure is applicable in urban and suburban contexts, negligible in rural context, unless large employers exist and suite of strategies implemented are relevant in rural settings. The measure is appropriate for retail, office, industrial, and mixed-use projects; City of San Jose (Applicable for employment uses only); City of LA (Employees and residents participating [N]).
24	Implement car-sharing program	0.40% - 0.70%	N/A	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-5 (Urban and suburban context, negligible in rural context, and appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Applicable for both residential and employment uses); City of LA (Car share project setting (urban, suburban, all other)).

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Orientations (Local Data/Fraunhofer CO2e km ³)					City of Los Angeles ²	City of San Jose ³	City of San Diego Region ⁴	Notes
			CAVCo ⁵	OPA U ⁶	Los Angeles Metro ⁷	City of San Jose ⁸	City of San Diego Region ⁹				
25	Implement bike-sharing program	Taking evidence from the literature, a 15-300% increase in bike-sharing mode results in a negligible impact (around 0.01% VMT reduction)	N/A	Y	N	Y	Y	Y	Y	Notes: CAVCO TR-13 This measure has minimal impacts when implemented alone. The measure's effectiveness is heavily dependent on the location of bike-sharing programs (e.g., downtown areas, transit stations, etc.). Bike-sharing programs should be combined with bike lanes, street design (SD-5) and improve design of development (LUT-9). The measure is applicable in urban and suburban-center context only; it is negligible in a rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose [bike share for employment and residential uses]; City of LA [bike share - within 600 feet of existing bike share station - OR - implementing new bike share station (V/N)]	
26	Provide transit passes	Similar to CAVCO TR-4 (Implement subsidized or discounted transit program), for TR-4, commute VMT reduction is 0.50% - 20.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: Similar to CAVCO TR-4 (Implement Subsidized or Discounted Transit Program); City of San Jose (Implement Subsidized or Discounted Transit Program); City of LA (Employees and residents eligible (%), amount of transit subsidy per daily passenger (daily equivalent) [S])	
27	Implement a school pool program	7.20% - 15.80% school VMT reduction	N/A	Y	N	Y	Y	Y	Y	Notes: CAVCO TR-10 This project will create a reimbursing program for school children. Most school districts provide bus services to public schools only. School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike to school. The measure is applicable in urban, suburban, and rural context and is appropriate for residential use only. City of San Jose (School carpool program - residential use only). This measure can be considered under the Technical Advisory Measure "Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services"; City of LA (School carpool program level of implementation [low, medium, high])	
28	Operate free direct shuttle service	CAVCO TR-4 (Provide Local Shuttles): Not Quantified; 0.30% - 13.40% commute VMT reduction (for CAVCO TR-11: Provide Employer-Sponsored Vanpool/Shuttle)	N/A	Y	N	Y	Y	Y	Y	Notes: CAVCO TR-5 (Provide Local Shuttles - grouped strategy with TR-5: Provide Bike Share for Transit-Dependent Users) and CAVCO TR-11 (Provide Employer-Sponsored Vanpool/Shuttle) are applicable in urban and suburban context, appropriate for transit-dependent users and employees. CAVCO TR-11 provides employer-sponsored vanpool/shuttle; the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects. This measure can be considered under the Technical Advisory Measure "Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services"; City of San Jose (Employment uses only); City of LA (Employee sponsored vanpool or shuttle (degree of implementation [low, medium, high], employer size [small, medium, large]))	
29	Provide teleworking options	0.07% - 5.50% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAVCO TR-2 (Applicable in urban, rural, and suburban contexts; appropriate for retail, office, industrial, and mixed-use projects); City of San Jose (Alternative work schedules and telecommuting); City of Los Angeles (Alternative work schedules and telecommuting (employees participating (%), type of program))	
30	Subsidize public transit service upgrades	Not Quantified	N/A	Y	N	Y	Y	N	Y	Notes: Similar to CAVCO TR-2 through TR-4; City of San Jose (Subsidize transit service) through contributions to the transit provider to improve transit service to the project (e.g. frequency and number of routes); applicable for both residential and employment uses. The measure is included under the Technical Advisory Measure "Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle."	
31	Implement subsidized or discounted transit program	0.30% - 20.00% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAVCO TR-4 (Implement subsidized or discounted transit program (the measure is applicable in urban and suburban context, negligible in a rural context, appropriate for employment uses only); City of San Jose (Subsidize transit service); City of Los Angeles (Subsidize transit service (type of transit mode, amount of subsidy, amount of transit subsidy per passenger (daily equivalent) [S]))	
32	Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms	23% increase in bicycle mode share (UC Air Quality Survey) 2% - 5% reduction in commute vehicle trips (Transportation Demand Management Encyclopedia) 0.52% reduction in VMT (Center for Clean Air Policy (CCAP) Emission Guidebook)	N/A	Y	Y	Y	Y	Y	Y	Notes: CAVCO TR-5 (Provide End of Trip Facilities): End-of-trip facilities have minimal impacts when implemented alone. This strategy's effectiveness in reducing vehicle miles traveled (VMT) depends heavily on the suite of other transit, pedestrian/bicycle, and demand reduction measures in the project. End-of-trip facilities should be grouped with Commute Trip Reduction (CTR) and Voluntary Commute Trip Reduction Program - Voluntary Implementation/Monitoring and TR-3 (Provide Bike-Share Program); City of San Jose (Similar measures include Provide bike parking/end of trip bike facilities, "Implement car sharing program"); City of LA (Include bike parking/showers, & repair station (V/N))	
33	Provide employee transportation coordinators at employment sites	Not Quantified	N/A	Y	Y	Y	Y	N	Y	Notes: Similar to CAVCO TR-1 (Implement Commute Trip Reduction Program - Voluntary)	
34	Provide a guaranteed ride home service to users of non-auto modes	Not Quantified	N/A	Y	Y	Y	Y	N	Y	Notes: Similar to CAVCO TR-1 (Implement Commute Trip Reduction Program - Voluntary)	

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

Mitigation Measure	VMT Reduction*	Local VMT Reduction Calculations (Local Day/Reserve CO2e/MT)					San Diego Region ^b	City of San Jose ^b	City of Los Angeles ^b	Notes
		CAPOD ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷				
35) Locate project in an area of the region that already carries low VMT	15.00% - 48.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPOD LUT-2 (Applicable to urban and suburban contexts; negligible to rural contexts); appropriate for residential, retail, office, industrial, and mixed-use projects	
36) Locate project near transit	0.50% - 24.60%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPOD LUT-5 (May be grouped with CAPOD LUT-9) (Mixed use development); SOT-5 (Transit oriented streets with good connectivity, and PPT-1 through PPT-7 (Planning management strategies); measures are applicable to urban and suburban contexts; appropriate in rural contexts if transportation data is reported to a consultant rail station with appropriate context; appropriate for residential, retail, office, industrial, and mixed-use projects)	
37) Increase project/development density	1.50% - 30.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPOD LUT-1 (Applicable to urban and suburban contexts; negligible to rural contexts); appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose (Applicable for both residential and employment uses)	
38) Increase the rate of use within the project or within the project's surroundings	0.80% - 30.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPOD LUT-3; Increase Diversity of Urban and Suburban Development (Mixed Use) (Applicable to urban and suburban contexts; negligible to rural contexts; and appropriate for prime-use projects); City of San Jose (Applicable for both residential and employment uses)	
39) Improve network connectivity and/or increase destination density on the project site	Similar measures to CAPOD LUT-9 (Person Design of Development): 1.0% - 21.3% reduction in VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: Similar measures to CAPOD LUT-9 (Person Design of Development); City of San Jose (Build new street connections and/or connect to existing to provide pedestrian and bicycle access; applicable for both residential and employment uses)	
40) Price work/travel parking	0.10% - 18.70% commute VMT	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD VTT-1 (Urban and suburban contexts; negligible impact in rural contexts); Appropriate for retail, office, industrial, and mixed-use projects; Reductions applied only if complementary strategies are in place: a) Reduced parking permits and meter rate public on-street parking - to prevent self-work parking; b) Unattended parking - is not required but provides a market signal to employers to transfer their on-site, non-essential cost of parking to the employees; in addition, unattended parking reduces parking cost to the employer; c) Employer-provided transit as a means of providing workplace connectivity; City of San Jose (Price On-Street Parking On-Street Parking for employment uses only); City of LA (Daily parking charge IS). Employment applies to prime (PR)	
41) Locate project near bike paths/bike lane	0.025%	N/A	Y	N	Y	N	N	N	Notes: CAPOD LUT-6 (Mixed-use projects with increased destination accessibility; the measure is most effective when applied in combination of multiple design elements that encourage the use; strategy should be grouped with Increase Destination Accessibility strategy to increase the opportunity for multi-modal travel); measure is applicable in urban or suburban contexts; may be applicable in a rural context (planned community development for residential, retail, office, industrial, and mixed-use projects)	
42) Implement Demand Tri Reduction Marketing	0.80% - 4.00% commute VMT	N/A	Y	N	Y	Y	Y	Y	Notes: CAPOD VTT-2 (Applicable to urban and suburban contexts; negligible in rural contexts); appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose (Employment use only)	
43) Education and encouragement - Voluntary travel behavior change program	1.00% - 6.00% commute VMT	N/A	Y	N	N	Y	Y	Y	Notes: Similar to CAPOD VTT-1 (Increase Commute Flexibility Marketing); City of San Jose (Consider measures to encourage use of transit, bicycle, and walking); City of LA (Employees and residents participating (PR))	
44) Location and encouragement - Provisions and marketing	0.80% - 4.00% commute VMT	N/A	Y	N	N	Y	Y	Y	Notes: Similar to CAPOD VTT-1 (Increase Commute Flexibility Marketing); City of San Jose (Consider measures to encourage use of transit, bicycle, and walking); City of LA (Employees and residents participating (PR))	
45) Implement neighborhood shuttle	Not Quantified	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD LUT-4 (Provide Local Routes - Grouped strategy with SOT-5 Provide Main Street Transit and SOT-4 Increase Transit Service Frequency/Quality); Applicable in urban/suburban contexts; appropriate for large residential, retail, office, mixed use, and commercial projects; may be applicable in rural contexts; City of San Jose (Consider measures to encourage use of transit, bicycle, and walking); City of LA (Employees and residents participating (PR))	
46) Local park-and-ride bus	Two sources: 0.10% - 0.30% VMT reduction (as per 2006 Federal Highway Administration (FHWA) study) and 0.30% VMT reduction per day (as per Washington State Department of Transportation (WSDOT))	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD LUT-4 (Provide Local Routes - Grouped strategy with SOT-5 Provide Main Street Transit and SOT-4 Increase Transit Service Frequency/Quality); Applicable in urban/suburban contexts; appropriate for large residential, retail, office, mixed use, and commercial projects; may be applicable in rural contexts; City of San Jose (Consider measures to encourage use of transit, bicycle, and walking); City of LA (Employees and residents participating (PR))	
47) Facility cooling loads and/or require lighting-reducing systems	25% - 71% reduction in total refrigeration units (TRU) using GHG creation	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD VTT-3 (Measure applicability; Transit (all/multiple units) (TRU))	
48) Offer alternative fueled vehicles	Reduction in GHG emissions varies depending on vehicle type, year, and associated fuel economy	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD VTT-3 (Measure applicability; vehicle)	
49) Urge electric or hybrid vehicles	0.40% - 20.80% reduction in GHG emissions	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD VTT-3 (Measure applicability; vehicle)	
50) Provide bike parking near transit	Not Quantified	N/A	Y	N	N	Y	Y	Y	Notes: CAPOD LUT-9 (Should be implemented with other two measures as mentioned to encourage multi-modal use in the area and provide ease of access to nearby transit for employees; measure applicable in urban and suburban contexts; appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose (Consider measures to encourage use of transit, bicycle, and walking); City of LA (Employees and residents participating (PR))	

Table B - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Trans CDG ABM) ²	CAFCA ³	QR 1 ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
51 Improve design of development	3.00% - 21.30%	N/A	Y	N	N	N	N	N	Notes: CAFCA, LUT-3 (include design elements to enhance walkability and connectivity; improved street network characteristics within a neighborhood such as street accessibility; design also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments); measure is applicable in the urban and suburban contexts, negligible impact in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects.
52 Provide electric vehicle parking	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAFCA SDT-8 (This is a revised strategy and the benefits of electric vehicle parking may be quantified when grouped with the use of electric vehicles and/or SDT-3 (Implementation of Neighborhood Electric Vehicle (NEV) Networks). This measure is applicable in urban or suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.)
53 Dedicated lane for bike trails	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAFCA SDT-9 (Larger projects may be required to provide for, contribute to, or dedicate land for the provision of off-street bicycle trails linking the project to designated high-traffic nodes in accordance with an adjacent citywide or countywide bikeway plan. The number of miles of dedicated bicycle trails to be provided shall be determined in accordance with the LUT-3 (Improve Design of Development) project network characteristics and improve connectivity to off-street bicycle networks. The measure is applicable in urban, suburban, or rural contexts and is appropriate for larger residential, retail, office, mixed use, and industrial projects.)
54 Implement school bus program	38.00% - 63.00% school VMT reduction	N/A	Y	N	N	N	N	N	Notes: CAFCA TRT-13 (Applicable in urban, suburban, and rural contexts; appropriate for residential and mixed-use projects)
55 Implement preferential parking permit program	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAFCA TRT-2 (The project will provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of free or reduced parking for persons who carpool, vanpool, bike-share or use alternative fuel vehicles. The project will provide preferential parking for carpoolers, vanpoolers, and those who use alternative fuel vehicles. The project will provide preferential parking for those who use alternative fuel vehicles. The impact of preferential parking permit programs has not been quantified by the literature and is likely to have negligible impacts when implemented alone. This strategy should be grouped with Commute Trip Reduction (CTR) Programs (TRT-1 and TRT-2) and TRT-3 (Provide Ride-Sharing Program) as a complementary strategy for encouraging non-single occupant vehicle travel. This measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.)

Notes:

- ¹ VMT - Vehicle Miles Traveled; CAFCA - California Air Pollution Control Officers Association; Fresno CDG - Fresno Council of Governments; ABM - Activity Based Model; QR - Office of Planning and Research; JA - Technical Advisory; HDV - High Occupancy Vehicle; RT - High Occupancy Use; TS - Intelligent Transportation System
- ² CAFCA Transportation Mitigation Measures (10 = Land Use/Accession, 11 = Neighborhood/24 (Characteristics), 12 = Parking Policy/Pricing, 13 = Commute Trip Reduction Program, 14 = Transit System Improvements, 15 = Rural Triang/Management, 16 = Vehicle)
- ³ VMT reduction numbers obtained from Quantifying Greenhouse Gas Mitigation Measures published by the California Air Pollution Control Officers Association in August 2012.
- ⁴ Fresno CDG VMT reduction recommendations for these measures obtained based on analysis conducted by Fresno CDG staff and CA using local data and/or the CDG Activity Based Model; Details are provided in the Fresno County 19.24 Reevaluation Regional Guidelines - Technical Documentation.
- ⁵ Quantifying Greenhouse Gas Mitigation Measures published by the California Air Pollution Control Officers Association in August 2012.
- ⁶ Technical Advisory: Estimating Transportation Impacts at CDG, established by the Governor's Office of Planning and Research, State of California in December 2013.
- ⁷ City of Los Angeles Transportation Department (19.24) prepared by SAH, Inc. in February 2014.
- ⁸ City of San Diego Transportation Department (19.24) prepared by SAH, Inc. in February 2014.
- ⁹ Guidelines for Transportation Impact Studies in the San Diego Region, developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Tri-Valley Engineers Council (SDTEC) in January 2011.

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APPENDIX C

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS (CARB PAPERS)

Table C- Vehicle Miles Traveled Mitigation Measures for Land Development Projects (CARB Papers)¹

#	Mitigation Measure	VMT Reduction ²	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ³	Notes
1	Provide Bicycling Network Improvements	No effect on VMT	Information included in the Fresno County SR 743 Implementation Regional Guidelines - Technical Documentation	
2	Implement Transit Improvements	No effect on VMT	Information included in the Fresno County SR 743 Implementation Regional Guidelines - Technical Documentation	
3	Improve or increase access to transit	1.3% - 5.8%	N/A	Variable: Various factors associated with proximity to transit stop (Please refer to How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)
4	Land Use Mix	Elasticity: 0.02 - 0.20	N/A	Variable: Entropy - variety and balance of land-use types within a neighborhood
5	Regional Accessibility	Elasticity: 0.05 - 0.25	N/A	Variable: Various factors associated with job accessibility and distance to CBD (Please refer to How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)
6	Job-Housing Balance	Elasticity: 0.06 - 0.31 for commute VMT	N/A	Variable: Various factors associated with job accessibility (Please refer to How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)
7	Provide Pedestrian Network Improvements	Elasticity: 0.00 - 0.02 for sidewalk length, 0.19 for Pedestrian Environment Factor	N/A	
8	Voluntary Travel Behavior Change (VTBC) Program	5% - 12%	N/A	
9	Implement Employer-based Trip Reduction (EBTR) Program	1.33% - 5% of commute VMT	N/A	
10	Provide telecommuting options	Home-based telecommuting: 48.1% for household VMT, 66.5% - 76.6% for all personal VMT, and 90.3% for commute VMT only; Center-based telecommuting: 53.7% - 64.8% for all personal VMT and 62.0% - 77.2% for commute VMT only	N/A	
11	Increase Project/Development Density	Elasticity: $\leq -0.07 - 0.19$	N/A	Variable: residential density
12	Improve network connectivity and/or increase intersection density on the project site	Elasticity: 0.46 - 0.59	N/A	Variable: Various factors associated with intersection or street density (Please refer to How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)
13	Implement Parking Cash-out Programs or Workplace Parking Pricing	12% of commute VMT (parking cash out); 2.3% - 2.9% for \$1 per day workplace parking price; 2.8% for price increase equivalent to 60% hourly value of commuter travel time cost	N/A	

Notes:

VMT = Vehicle Miles Traveled

¹ All mitigation measures have been obtained from How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)

² All VMT reduction numbers have been obtained from How do Local Actions Affect CMT7 A Critical Review of the Empirical Evidence (Salon, D., Baarnet, M.G., Handy, S., Spears, S., and Tal, G.)

³ Fresno COG VMT reduction recommendations for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the Fresno County SR 743 Implementation Regional Guidelines - Technical Documentation.

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APPENDIX D

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR COMMUNITY PLANS AND GENERAL PLANS

Table D - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans¹

#	Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²
1	Shift single occupancy vehicle trips to carpooling or vanpooling by providing ride-matching services or shuttle services	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
2	Provide enhanced bicycle and/or pedestrian facilities	0.00% - 2.00% (for pedestrian network improvements); Multiple measures for bike facilities, refer to Table A for VMT reduction percentages	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
3	Provide incentives or subsidies that increase the use of modes other than a single-occupancy vehicle	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles)); 0.30% - 20.00% commute VMT reduction (for CAPCOA TRT-4 (Implement Subsidized or Discounted Transit Program))	N/A
4	Modify land use plan to increase development in areas with low VMT/capita characteristics and/or decrease development in areas with high VMT/capita characteristics	Not quantified in CAPCOA	N/A
5	Add roadways to the street network if those roadways would provide shorter travel paths for existing and/or future trips	Not quantified in CAPCOA	N/A
6	Improve or increase access to transit	CAPCOA TST-2 (Implement transit access improvements); Not quantified alone, grouped strategy with TST-3 (Expand transit network) and TST-4 (Increase transit service frequency/speed); CAPCOA LUT-5 (Increase transit accessibility); 0.50% - 24.60%	N/A
7	Increase access to common goods and services, such as groceries, schools, and daycare	Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)); 9.00% - 30.00% VMT reduction and CAPCOA LUT-4 (Increase Destination Accessibility); 6.70% - 20.00% VMT reduction	N/A
8	Incorporate a neighborhood electric vehicle network	0.50% - 12.70%	N/A
9	Provide traffic calming	0.25% - 1.00%	N/A
10	Limit or eliminate parking supply	5.00% - 12.50%	N/A

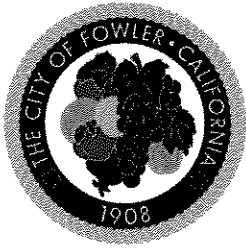
Table D - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans¹

# Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²
11 Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A
12 Provide car-sharing, bike sharing, and ride-sharing programs	0.40% - 0.70% VMT reduction (for car sharing); 1.00% - 15.00% commute VMT reduction (for ride-sharing); a 135% - 300% increase in biking (of which roughly 7% are shifting from vehicle travel) results in a negligible impact (around 0.03% VMT reduction)	N/A
13 Provide partially or fully subsidized transit passes	Similar to CAPCOA TRT-4 (Implement Subsidized or Discounted Transit Program); for TRT-4, commute VMT reduction is 0.30% - 20.00%	N/A
14 Provide telework options	0.07% - 5.50% commute VMT	N/A
15 Provide employee transportation coordinators at employment sites	Not quantified in CAPCOA	N/A
16 Provide a guaranteed ride home service to users of non-auto modes	Not quantified in CAPCOA	N/A

Notes:

- VMT = Vehicle Miles Traveled; Fresno COG = Fresno Council of Governments; ABM = Activity-Based Model; CAPCOA = California Air Pollution Control Officers Association
- CAPCOA Transportation Mitigation Categories (LU = Land Use/Location, SD = Neighborhood/Site Enhancements, PD = Parking Policy/Pricing, TR = Commute Trip Reduction Program, TS = Transit System Improvements, RP = Road Pricing/Management, V = Vehicles)
- ¹ All mitigation measures have been obtained from the *Guidelines for Transportation Impact Studies in the San Diego Region* developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Traffic Engineers Council (SATEC) in January 2013.
- ² Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation.

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FOWLER CITY COUNCIL

ITEM NO: 7-Bii

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dawn E. Marple, City Planner

SUBJECT

Public hearing to consider Planning Case No. 21-0015, a Tentative Subdivision Map (TSM), Prezone, Annexation, and adoption of a Mitigated Negative Declaration, submitted by Sunshine Raisin Corporation for approximately 29.04 acres on the east side of South Armstrong Avenue between East Adams and East Hogan Avenues.

RECOMMENDATION

Both Staff and Planning Commission recommend approval of Planning Case No. 21-0015 and adopt a Mitigated Negative Declaration for said actions.

BACKGROUND

In June 2021, National Raisin Corporation submitted a tentative map application proposing to subdivide the land on the east side of South Armstrong Avenue between East Adams and East Hogan Avenues (APN 340-130-14).

The subdivision map proposes 74 single-family lots on 29.04 acres ("Project"). The site is within the City's Sphere of Influence but is not currently within the City limits. An annexation is associated with the Project and will be acted on separately by the City Council. The General Plan land use designation for the site is Low Density Residential. The site is currently zoned AE-20 (Exclusive Agricultural – Minimum 20 acres) by Fresno County. Proposed zoning is R-1-10 (One Family Residential – 10,000 square foot minimum lot size). Proposed lot sizes range between 10,160 and 17,371 square feet. This range of sizes is consistent with the General Plan, which prescribes a density of 0.0-3.6 dwelling units per gross acre (du/ga) for Low Density Residential. The subdivision map proposes a density of approximately 2.57 du/ga and thus meets the density provisions of the General Plan.

Development of the subdivision is expected to occur over a 2.5-year period with project construction beginning in 2022 and completed by mid-2024. At 3.2 persons per household, the 74-unit project will accommodate approximately 237 people.

Circulation within the site would be provided by a system of four primary interior local streets generally forming a grid pattern, with cul-de-sacs proposed at locations where through-streets are not possible or practical. The interior circulation system will connect to the City's existing collector street system on North Armstrong Avenue, located on the west side of the subdivision. Street connections to the south are proposed to connect to the residential subdivision currently under construction.

Figure 1 contains an aerial photo showing the project site in relation to other facilities. Figure 2 shows the Fowler General Plan land use designations. Figure 3 illustrates the zoning of the site and vicinity. Figure 4 contains the proposed subdivision map.

	Land Use	Zoning
North	Single-Family Residential	R-1-10 (City)
West	Rural Residences, Agriculture	AE-20 / AL-20 (County)
South	Single-Family Residential	R-1-10 (City)
East	Single-Family Residential	R-1-10 (City)

Proposed Homes Within the Subdivision. The developer has not provided floor plans or elevations. If approved, the developer/builder would be required to comply with the provisions of Fowler Municipal Code (FMC) Section 9-5.1605 related to single-family design criteria. The developer/builder would be required to submit elevations for consideration by the Development Review Committee prior to issuance of a building permit for any lot within the subdivision.

ANALYSIS

The Planning Commission recommended approval of the proposed project at its November 7, 2021 regular meeting.

Growth Management Policy

In 2004, your Council adopted a growth management policy to implement the desired growth rate contained in the General Plan without creating adverse effects on City services and the Fowler Unified School District. The policy is to be reviewed with each subdivision application. Policy No. 1 of the Growth Management Policy states, "The desirable annual population and housing growth rate should not exceed the average of the planned growth rate through 2025 of 3% over any five-year period (50-60 units), and should not exceed 6% in any single year (80-90 units)."

The chart below indicates that growth for the past 10 years has stayed within the bounds identified by the Growth Management Policy. Nevertheless, Senate Bill (SB) 330, adopted in 2019, prohibits the City of Fowler, among other cities, from limiting housing permit issuance until 2025.

Fowler Unified School District

Students from the project would attend Marshall Elementary (K-2), Fremont Elementary (3-5), Sutter Middle School (6-8), and Fowler High School (9-12). The student generation factor within Fowler Unified has ranged between 0.5 and 0.6 students per household, indicating that the proposed project would generate 37 to 45 students.

In accordance with State Law, any new development will be subject to school development fees as a condition of building permit to offset potential impacts to schools. These funds, in combination with bond financing authorized by District voters and State assistance will provide facilities and reduce overcrowding in the long-term.

Tentative Subdivision Map

The subdivision map proposes 74 single-family lots in a proposed R-1-10 zone district ranging from 10,160 to 17,371 square feet. As previously discussed, this range of sizes results in a number of lots that is consistent with the General Plan designation.

The California Subdivision Map Act (Gov. Code Sec. 66410, et seq.) allows local agencies to regulate the design and improvement of subdivisions. The City's Subdivision Ordinance provides more detailed requirements for design and improvement as well as processing applications. Staff has met with the developer and the project engineer to discuss relevant issues and the resulting configuration generally meets the City's requirements.

The approval of Marshall Estates, currently in construction to the south, required the construction of a drainage basin. This subdivision map proposes to relocate this drainage basin to the northeast, where it would abut the ponding basin of Crestwood Estates.

General Plan Policy 4.3.16.b requires that single-family projects include 5% open space within the project site. The tentative map provides a 1.44-acre park/open space area in conformance with the General Plan Policy. This park space is designed to provide a large, single open space for the proposed neighborhood. The Quimby Act and Subdivision Ordinance requires an additional 1.33 acres that can be provided on-site or typically through the payment of off-site fees.

Lots bordering adjacent subdivisions are proposed at widths equal to their rear yard neighbors.

Grounds for Approval of a Tentative Map

The Subdivision Map Act (Government Code Section 66474) requires a City to make the following findings prior to approval of a tentative map:

- 1. The proposed map is consistent with applicable general and specific plans as specified in Section 65451.*

Development must provide between 0.0 and 3.6 du/ga in order to maintain consistency; the subdivision map proposes a density of approximately 2.57 du/ga and thus meets the density provisions of the General Plan. The proposed project is consistent with the 2004 Fowler General Plan because the rezoning and annexation request is for land located contiguous to existing development where public facilities and services are available, the requested annexation is consistent with the General Plan policies related to logical and efficient growth and prevention of premature conversion of agricultural land.

- 2. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The City is empowered to regulate the design and improvement of subdivisions by the Subdivision Map Act and the City's Subdivision Ordinance. The project meets the City's design

requirements. Conditions of approval will ensure consistency with General Plan standards and policies.

The site is physically suitable for the type of development.

The site is generally flat and level and is capable of supporting single-family development.

3. *The site is physically suitable for the proposed density of development.*

Infrastructure needed to serve the development is located within adjacent public rights-of-way, or its installation will be required as conditions of approval. The flat, level nature of the site in conjunction with the proximity of infrastructure and project conditions ensure that the site is physically suitable for the proposed density of development density of the project.

4. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure a fish or wildlife habitat.*

An initial study was prepared to evaluate the potential impacts of the subdivision on the environment. The initial study determined that, with incorporation of recommended mitigation, the subdivision would have a less than significant impact on the environment.

5. *The design of the subdivision or type of improvements is not likely to cause serious public health problems.*

There is no evidence in the record that the project is likely to cause serious public health problems.

6. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

The project will not conflict with easements.

With conditions, including those related to open space, all of the above findings can be made.

Prezone

The Project proposes rezoning to the R-1-10 (One Family Residential – 10,000 square foot minimum lot) zone district, which would allow lots with a minimum area of 10,000 square feet and would facilitate development at a density consistent with the range prescribed in the General Plan's Low Density Residential designation.

Annexation to the City of Fowler

If the Project is approved, an application for annexation can be submitted to LAFCo. The Project is located within the existing Sphere of Influence.

ENVIRONMENTAL FINDINGS

The proposed project has been reviewed for compliance with CEQA. The City prepared an initial study and on this basis determined that the proposed project will not have significant adverse effects on the environment with incorporation of recommended mitigation. The City has prepared a proposed Mitigated Negative Declaration in accordance with CEQA requirements. Comments received on the proposed Mitigated Negative Declaration and responses are attached for the City Council's review.

Attachments

Figures 1-4: Aerial Photo, General Plan, Zoning, Subdivision Map
Ordinance No. 2021-08
Resolutions 2529, 2530, and 2531

Figure 1: Aerial Photo



Figure 2: General Plan

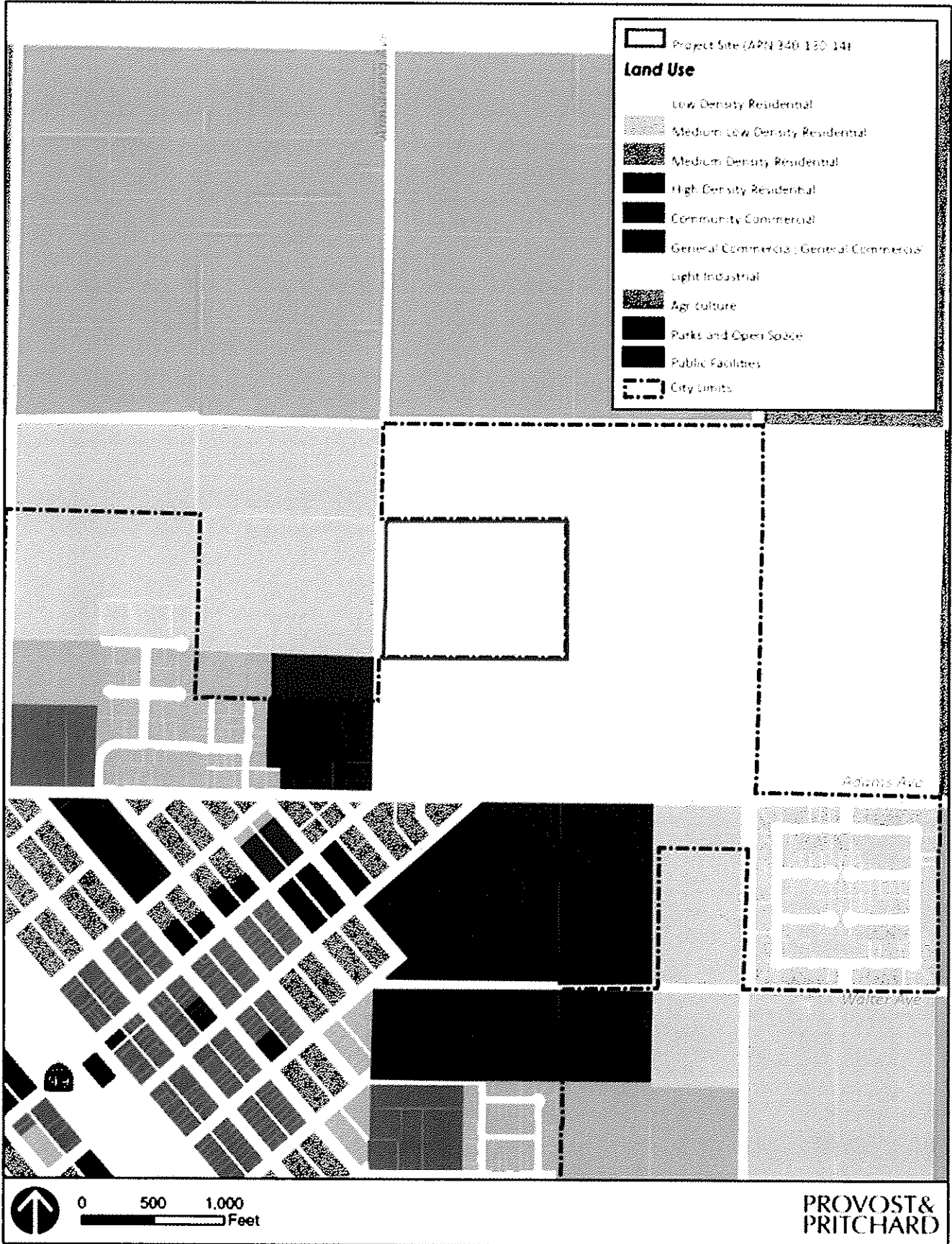


Figure 3: Zoning

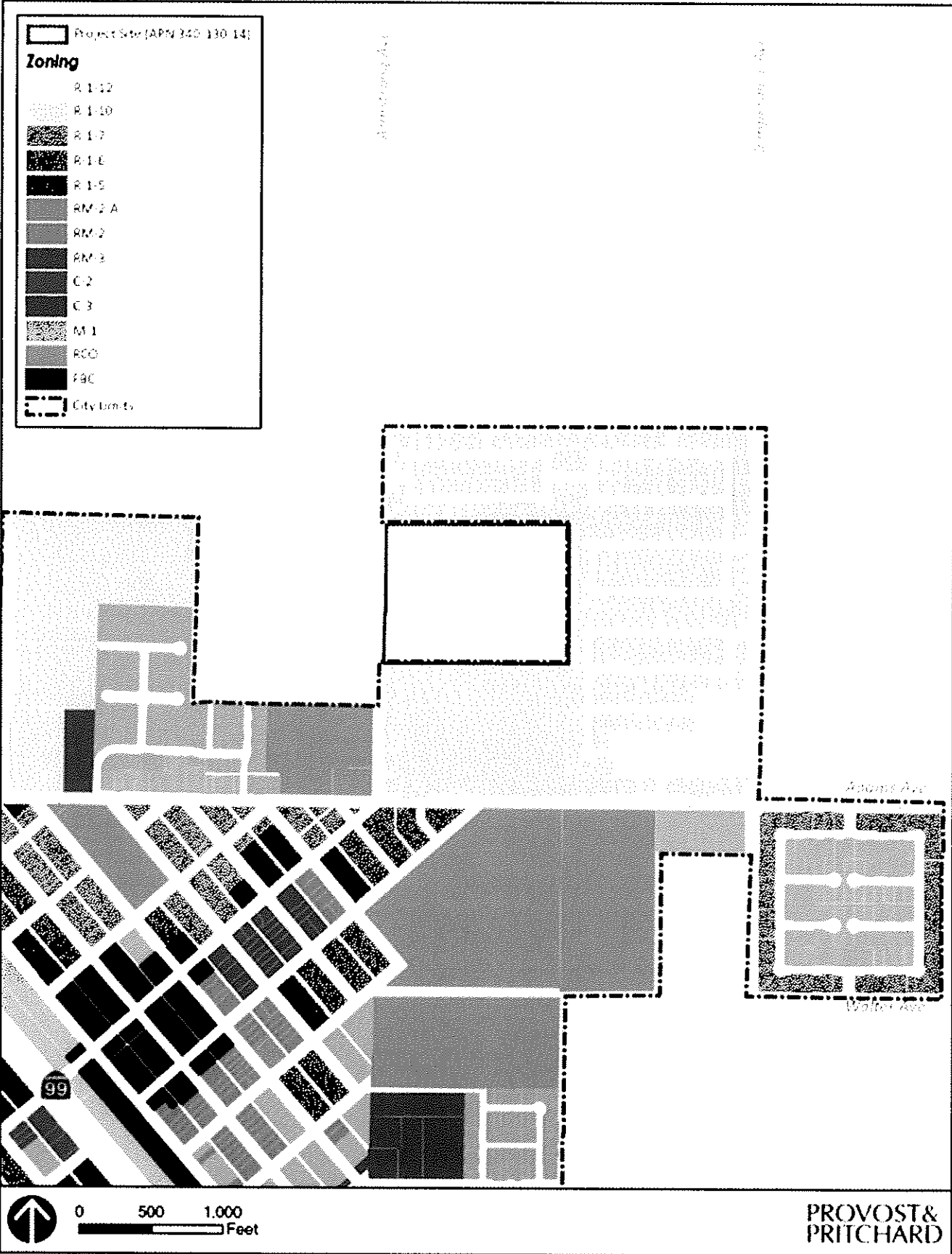
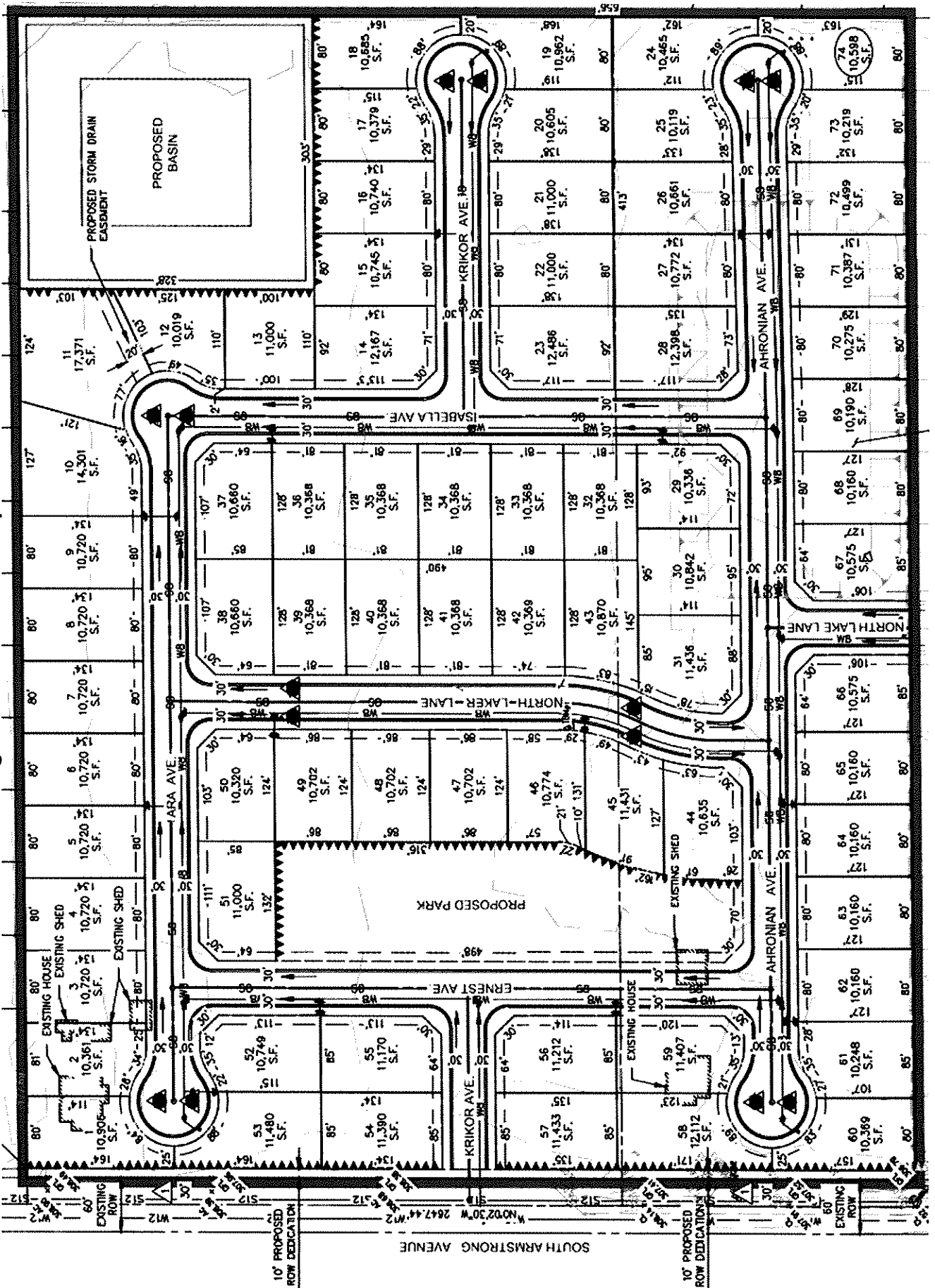


Figure 4: Subdivision Map



ORDINANCE NO. 2021-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FOWLER AMENDING
THE OFFICIAL ZONING MAP OF THE CITY TO REFLECT A CHANGE OF ZONE
FOR ASSESSOR'S PARCEL NO. 340-130-14

THE CITY COUNCIL OF THE CITY OF FOWLER DOES ORDAIN AS FOLLOWS:

SECTION 1. The Official Zoning Map of the City of Fowler is hereby amended to indicate Assessor's Parcel No. 340-130-14 as R-1-10 (One Family Residential – 10,000 square foot minimum lot size) as indicated in Exhibit "A" hereto.

SECTION 2. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 3. The City Clerk is further directed to cause this ordinance or a summary of this ordinance to be published once in a newspaper of general circulation published and circulated within the City of Fowler, within fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the City Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

The foregoing ordinance was introduced at a regular meeting of the City Council held on _____, 2021, and was adopted at a regular meeting of said Council held on _____, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Cardenas, Mayor

ATTEST:

Angela Vasquez, Deputy City Clerk

RESOLUTION NO. 2529
RESOLUTION BEFORE THE CITY COUNCIL
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION REQUESTING THAT THE LOCAL AGENCY
FORMATION COMMISSION UNDERTAKE PROCEEDINGS FOR
THE ANNEXATION OF TENTATIVE SUBDIVISION MAP NO. 21-0015

WHEREAS, the City of Fowler desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3, commencing with Government Code Section 56000 for the proposed Tentative Subdivision Map No. 21-0015 (“Marshall Estates II”); and

WHEREAS, the specific changes of organization consist of annexation to the City of Fowler and the Selma-Kingsburg-Fowler County Sanitation District and detachment from the Kings River Conservation District, Consolidated Irrigation District and the Fresno County Fire Protection District; and

WHEREAS, the territory proposed to be changed is inhabited, and on this day contains five (5) registered voters, according to information received from the County Elections Officer; and

WHEREAS, an illustration of the boundaries of the territory is set forth in Exhibit “A” hereto, and a map and written description accurately depicting said territory shall be forwarded to the Local Agency Formation Commission upon application; and

WHEREAS, this proposal is consistent with the City of Fowler sphere of influence; and

WHEREAS, the City of Fowler does not desire to subject the proposal to additional terms or conditions; and

WHEREAS, the proposed reorganization is intended to facilitate development of Marshall Estates II occupying Assessor’s Parcel No. 340-130-14, which comprises approximately 29.04 acres and would constitute a logical expansion of the city limits; and

WHEREAS, the City Council, via Resolution No. 2529 has adopted a Mitigated Negative Declaration for the project pursuant to the California Environmental Quality Act.

NOW THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE COUNCIL HEREBY ADOPTS this Resolution of Application and the Local Agency Formation Commission of Fresno County is hereby requested to initiate proceedings for the Marshall Elementary School Reorganization in the manner prescribed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

Mayor of the City Council

Attest:

Deputy City Clerk

I, Angela Vasquez, Deputy City Clerk of the City Council, do hereby certify that the foregoing resolution was adopted at a meeting of the City Council of the City of Fowler, on the motion of Councilmember _____ and second by Councilmember _____ on the 7th day of December, 2021 by the following vote:

AYES: Councilmembers: _____

NAYS: Councilmembers: _____

ABSTAIN: Councilmembers: _____

ABSENT: Councilmembers: _____

RESOLUTION NO. 2530
RESOLUTION BEFORE THE CITY COUNCIL
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION APPROVING
TENTATIVE TRACT MAP NO. 21-0015

WHEREAS, Tentative Tract Map No. 21-0015 (also known as “Tentative Tract Map No. 6381”) has been submitted for 29.04 acres (APN 340-130-14) located north of the northwest corner of East Adams and North Armstrong Avenues (“Property”); and

WHEREAS, the applicant intends to subdivide the Property and construct 74 single family homes (“Project”); and

WHEREAS, the subject application was reviewed for compliance with the Fowler Municipal Code; and

WHEREAS, City staff and Planning Commission recommend the City Council approve Tentative Tract Map No. 6381 as shown on Exhibit “A” and subject to the Conditions of Approval attached as Exhibit “B”; and

WHEREAS, the City Council reviewed the proposal and conducted a duly noticed public hearing at a regular meeting on December 7, 2021; and

WHEREAS, the City prepared an Initial Study and on this basis determined that the proposed project will not have significant adverse effects on the environment with the adoption of a Mitigated Negative Declaration in accordance with requirements of CEQA; and

WHEREAS, the City Council reviewed and considered the proposed Tentative Tract Map No. 6381, as well as the staff report, Initial Study/Mitigated Negative Declaration, and all evidence presented at the public hearing, including oral and written public testimony on the Project, and those records and documents related to the Project determined to be necessary to make an informed decision, which are incorporated herein by this reference.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fowler, based upon the entire record of proceedings, hereby finds and determines as follows:

1. The proposed map is consistent with applicable general and specific plans.
2. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.
3. The site is physically suitable for the type of development.

4. The site is physically suitable for the proposed density of development.
5. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure a fish or wildlife habitat.
6. The design of the subdivision or type of improvements is not likely to cause serious public health problems.
7. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
8. These findings could not be made without the Conditions of Approval attached as Exhibit "B".
9. Tentative Tract Map No. 6381 as shown on Exhibit "A" is approved, subject to the Conditions of Approval attached as Exhibit "B".

PASSED, APPROVED AND ADOPTED this 7th day of December 2021, at a regular meeting of the Fowler City Council by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

David Cardenas, Mayor

I hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted by the City Council of the City of Fowler at a meeting thereof held on the 7th day of December, 2021.

ATTEST:

Angela Vasquez, Deputy City Clerk

Attachment A – Tentative Tract Map No. 21-0015

TENTATIVE SUBDIVISION MAP
TRACT NO. 6381
MARSHALL ESTATES II
CITY OF FOWLER, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN AUGUST 2021

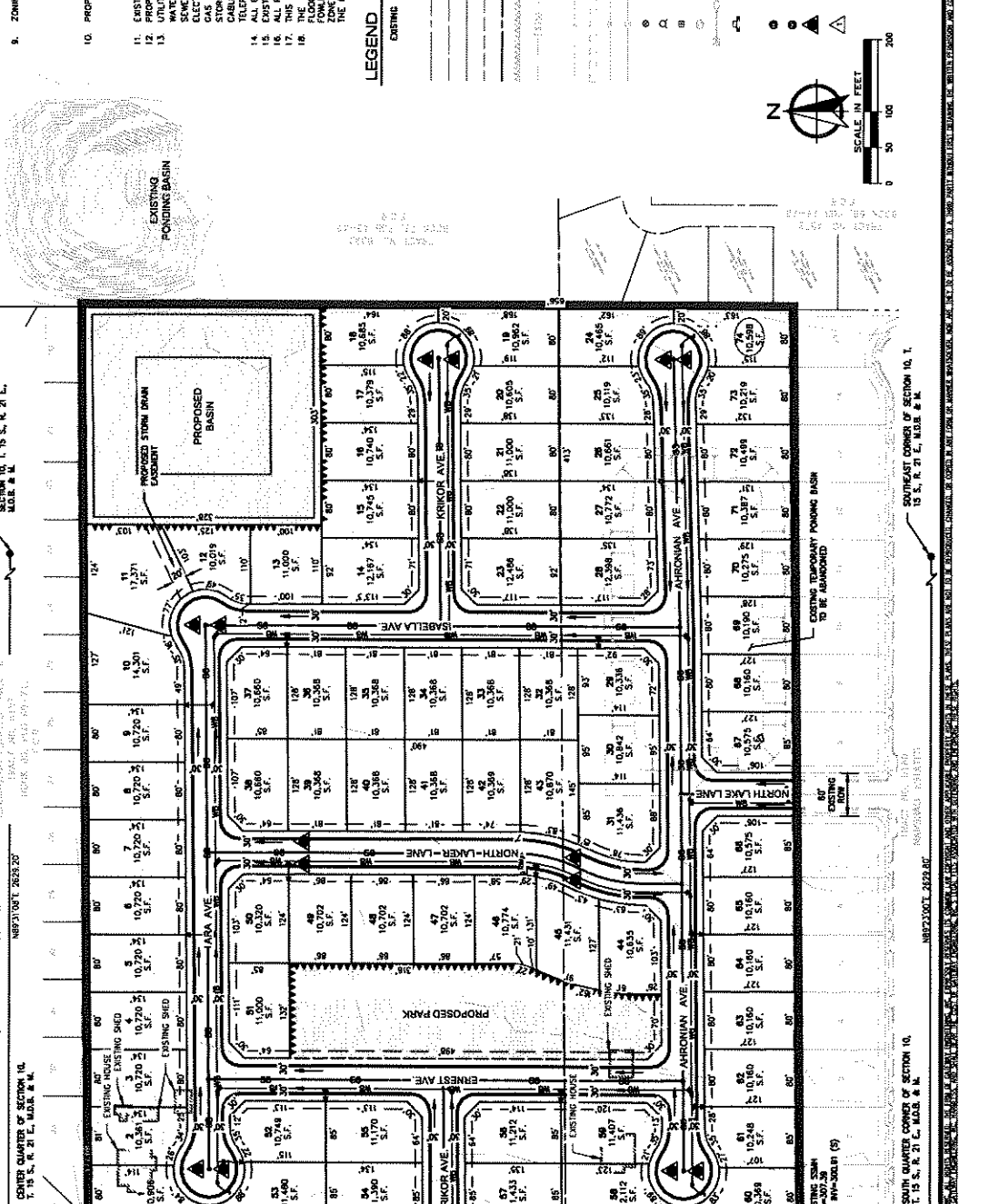
LEGAL DESCRIPTION

THE LAND DESCRIBED HEREIN IS SITUATED IN THE CITY OF FOWLER, COUNTY OF FRESNO, STATE OF CALIFORNIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT 10 OF NORRIS COLONY IN SECTION 10, TOWNSHIP 15 SOUTH, RANGE 21, EAST MOUNT Diablo BASE MERIDIAN, COUNTY OF FRESNO, STATE OF CALIFORNIA, AS SHOWN ON THE MAP THEREOF RECORDED APRIL 6, 1988 IN BOOK 2 PAGE 28 OF PLATS, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM THAT PORTION OF SAID LOT BOUNDED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT, THENCE RUNNING NORTH ALONG THE WEST LINE OF SAID LOT, 100.00 FEET TO THE POINT OF BEGINNING; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT, 100.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT, 100.00 FEET TO THE POINT OF BEGINNING; THENCE WEST TO THE POINT OF BEGINNING.

PARCEL 2:
THE NORTH HALF OF THE NORTH HALF OF LOTS 2, AND 6 AND THE SOUTH SIX EIGHTS OF LOT 10 OF LOT 10 OF NORRIS COLONY IN SECTION 10, TOWNSHIP 15 SOUTH, RANGE 21, EAST MOUNT Diablo BASE MERIDIAN, COUNTY OF FRESNO, STATE OF CALIFORNIA, AS SHOWN ON THE MAP THEREOF RECORDED APRIL 6, 1988 IN BOOK 2 PAGE 28 OF PLATS, FRESNO COUNTY RECORDS.



GENERAL INFORMATION

1. A/E: 310-130-14
2. OWNER/SUBDIVIDER: SUNSHINE PAPER CORPORATION (SAME PARTY)
3. PHONE: (439) 834-9881
4. ADDRESS: 6660 S. ARMSTRONG AVE., FOWLER, CA 93825
5. CROSS AREA: 24,044 SQUARE FEET
6. NET AREA: 24,044 SQUARE FEET
7. EXISTING ZONING: R-1-10
8. PROPOSED ZONING: R-1-10
9. LOT SIZES FOR R-1-10:
INTERIOR LOTS: 85' WIDE BY 124' DEEP (WARES)
REAR CORNER LOTS: 80' WIDE BY 124' DEEP (WARES)
REAR CORNER LOTS: 80' WIDE BY 124' DEEP (WARES)

10. ZONING SETBACKS FOR R-1-10:
FRONT: 10 FEET
REAR: 10 FEET
SIDE: 7 FEET (STREET FRONT)
REAR CORNER: 20 FEET (REAR CORNERS)
11. PROPOSED LOTS: 74 MINIMUM LOT SIZE = 10,000 SF
DENSITY = 1/100.00 LOTS/AC = 74.00 LOTS/AC

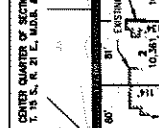
12. EXISTING USE: (PUBLIC ROW DEDICATION) 22.41 AC
13. AGRICULTURAL SINGLE-FAMILY RESIDENTIAL
14. UTILITY SERVICES PROVIDED BY:
CITY OF FOWLER
S.F. COUNTY SANITATION DISTRICT
PACIFIC GAS & ELECTRIC
FOWLER WATER DEPARTMENT
CITY OF FOWLER - OFF-SITE SEWERAGE BASIN
CABLE TELEVISION
COMCAST
AT&T

15. ALL EXISTING OVERHEAD UTILITIES TO BE REMOVED OR UNDERGROUND.
16. ALL PROPOSED IMPROVEMENTS TO BE INSTALLED PER CITY OF FOWLER SPECIFICATIONS.
17. THIS PROPERTY HAS NO AIRPORT INFLUENCE AREA.
18. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL INSURANCE ADMINISTRATION'S AERIAL PHOTOGRAPHIC MAP OF THE COUNTY OF FOWLER, CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY CLERK OF FOWLER COUNTY, FRESNO COUNTY, CALIFORNIA, AS A ZONE X (UNSHADED) AND DESIGNATED TO BE WITHIN AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

LEGEND

EXISTING
PROPOSED

UNITS OF THIS SUBDIVISION
CENTERLINE
EASEMENT
PROPERTY LINE
RIGHT-OF-WAY
SECTION LINE
REALIGNMENT OF VEHICULAR ACCESS
CONTOUR (HATCH)
CONTOUR (HATCH)
FENCE (HATCH)
CURB AND GUTTER
WATER MAIN
SEWER MAIN
WATER VALVE
FIRE HYDRANT
WATER METER
SEWER MANHOLE
LIGHT POLE
PROPOSED STORM DRAIN CURB INLET
DIRECTION OF SURFACE DRAINAGE
FOUND ROW PIPE MONUMENT
FOUND BRASS CAP MONUMENT
FOUND CAST IRON MONUMENT
FOUND CONCRETE MONUMENT
REQUIREMENTS FOR PUBLIC STREET PURPOSES



PREPARED BY:
GATEWAY
CIVIL ENGINEERS/LAND SURVEYORS
1000 N. GATEWAY AVENUE, SUITE 100
FOWLER, CALIFORNIA 93825
PHONE: (439) 834-9881
FAX: (439) 834-9882
WWW.GATEWAYCALIFORNIA.COM

Attachment B – Conditions of Approval

General

1. All conditions of the applicant shall be conditions of approval, except as further modified below, and subject to modifications to conform to applicable City Standards.
2. The design and improvement of the subdivision shall conform to Titles 1 through 15 of the City of Fowler Subdivision Ordinance and to the City of Fowler Standard Specifications ("Standard Specifications"), unless otherwise specified in these conditions.
3. The applicant shall enter into a subdivision agreement with the City if the final map is recorded prior to completion of the off-site improvements.
4. The applicant pays all fees as required by existing ordinances and schedules.
5. All water wells and septic systems that served the property shall be abandoned pursuant to City, County, and State standards.
6. The applicant shall relinquish all rights and privileges associated with all previously approved tentative tract maps on the subject properties.
7. Applicant shall consent to and facilitate annexation of the subject project into the City's Landscape and Storm Drainage Maintenance District or a Community Facilities District.
8. As many energy-conserving features as possible shall be included in the project. Examples include, but are not limited to, increased wall and ceiling insulation, EPA-certified fireplace inserts and/or wood stoves or natural gas fireplaces, electrical and natural gas outlets installed around the exterior of the units to encourage use of electric yard maintenance equipment and gas-fired barbecues, and each home wired for computers/internet and electronic meter reading.
9. To reduce construction noise, construction contracts shall require that all equipment be maintained according to the manufacturers' specifications, and that noise-generating equipment be equipped with mufflers.
10. Hours of construction shall be limited to the hours of 6:00 am to 7:00 pm, Monday through Saturday.
11. The developer shall provide concrete pads and walkway within the side yards adjacent to garages for the placement of trash/recycling containers behind the rear yard fences/gates. All trash/recycling containers shall be placed out of public view except on the days of collection. The developer shall disclose this requirement to the future homeowners within the subdivision.
12. Crosswalks shall be provided within the proposed streets to ensure pedestrian safety in areas determined by the City Engineer, Public Works Director and Community Development Director and these crosswalks shall be decorative such thermoplastic pavement striping and/or stamped and colored concrete.
13. Projects shall include all street lights, street signs, stop signs, and other designated by the City for street call names and traffic control. All signs shall be provided per City Municipal Code and shall be in like kind constructed on adjacent streets.
14. Construction of the Project shall comply with the adopted Mitigation Monitoring and Reporting Program.

Design Review

15. Development of the tentative tract map shall be in accordance with Fowler Municipal Code Section 9-5.1605, Single-Family Residential Subdivision Design Criteria.
16. The developer shall work with the Fowler Unified School District to provide adequate

transportation routes such as a local pedestrian or bike paths, or local bus service, within or along the Armstrong frontage. No geometric changes will be required from what is currently shown on the tentative map.

17. Cul-de-sac nearest South Armstrong Avenue shall be open-ended as feasible for pedestrian access.
18. The developer shall submit a site plan that demonstrates compliance with the Single-Family Residential Subdivision Design Criteria. The site plan shall provide elevations, floor plans, building envelopes for varied setbacks, landscaping, and other information necessary to demonstrate compliance with these criteria, the Site Plan Review Ordinance, and other applicable City codes. The site plan shall be approved before issuance of the first building permit. To the extent the tentative or final map demonstrates compliance with these criteria, the site plan may reference the maps.
19. The developer shall provide front yard landscaping prior to the issuance of the certificate of occupancy.

Final Map:

20. A right to farm covenant shall be recorded prior to recordation of the final map.
21. The minimum frontage of each lot shall comply with the City of Fowler Zoning Ordinance.
22. The lots adjacent to Armstrong Avenue shall have no direct vehicular access to said streets.
23. Street right of way and pedestrian/utility easements shall be dedicated to the City of Fowler as indicated on the tentative map.
24. Street names shall be verified by City staff prior to finalizing the final map. Street names shall be consistent with streets along similar alignments throughout the City and with policies in effect at time of Final Map.

Circulation:

25. Developer shall construct frontage improvements along Armstrong Avenue including curb, gutter, 5-foot sidewalk, LED street lighting and landscaping. A pavement overlay may be required beyond the centerline to provide for a smooth transition. Transition grade greater than 4 percent will not be allowed. The street section shall be striped for two-way traffic and approved by the City of Fowler.
26. Additional street right-of-way shall be dedicated such that an 80-foot right of way is provided along Armstrong Avenue.
27. Local street pavement section shall be a minimum of 2.5 inches of hot mix asphalt over 5 inches of Class II aggregate and verified by a project soils report.
28. Traffic and street signs shall be installed by the Owner/Developer per City requirements.
29. Developer shall construct a pedestrian path through the proposed storm drain basin property connecting Tracts 5090 and 6381. Path shall be minimum 8-foot wide and shall include hard surfacing, landscaping, accessible ramps at street terminations, and lighting. Developer shall dedicate right-of-way or easements as necessary to facilitate the path.

Water:

30. A looped water system be developed within the subdivision and be tested and accepted by the City of Fowler Public Works Department. Each parcel shall be equipped a water meter/box approved by the Public Works Director.
31. All interior water mains shall be an 8-inch water main and loop within each phase of development. The completed interior water system shall be connected to the 12-inch water

- mains in the major collector streets at each entrance street.
32. Fire hydrants shall be installed at 300-foot intervals at the locations specified by the Fire Chief and City Engineer.
 33. Two water sample stations shall be installed within the subdivision at the locations specified by the Public Works Director.

Sewer:

34. The developer shall comply with the conditions set forth by Selma-Kingsburg-Fowler Sanitation District and pay all associated fees.

Grading and Drainage:

35. A grading and drainage plan shall be submitted for review and approval by the City Engineer. The developer shall obtain a grading permit for all on-site grading work.
36. The developer's engineer shall provide drainage calculations for the subdivision. A temporary basin located north of the tract is proposed. The proposed drainage basin area shall be capable of retaining drainage associated with Tract 6188 and Tract 638 during a 100-year storm event and shall be graded to become contiguous with the basin constructed with Tract 5090. Additionally, perimeter chain link fencing between the two properties shall be modified to accommodate and surround the ultimate basin configuration. Basin fencing abutting lots shall include privacy slats (tan color). The 20-foot wide storm drain easement shall be relocated to the south side of Lot 13 and dedicated to the City.
37. Piping shall be installed within the subdivision to facilitate abandonment of the drainage basin in the Ahronian tract such that the drainage from this basin can be directed through the tract to the larger regional basin in Tract 5090.
38. Developer shall abandon and backfill the temporary basin constructed with Tract 6188 subject to recommendations of a geotechnical report.
39. The developer's engineer shall submit a storm drain plan and hydraulic calculations showing location of inlets, manholes, and pipelines (including sizing) to City Engineer for review and approval prior to preparation of improvement plans.
40. The developer shall obtain an NPDES permit from the Regional Water Quality Control Board. The plan shall provide for the mitigation of soil erosion from the project site during the construction and warranty periods and be submitted to the City prior to the start of construction. Developer shall supply City with the approved SWPPP and WDID number.
41. As a part of the mitigation measures for soil erosion, the developer shall be responsible for street sweeping during the one-year warranty period.

Aesthetics:

42. A landscape and irrigation plan shall be submitted for review and approval by the City Engineer for the areas along the frontage of South Armstrong Avenue.
43. A 6-foot-high decorative block wall shall be constructed between residential lots and the proposed park area. Block walls shall be treated with an approved anti-graffiti coating and/or screened with vines as approved by the City Engineer.
44. Developer shall coordinate with existing property owners where new lots abut existing residences to repair or replace fences between the two properties.
45. Each lot shall have a street tree planted along its frontage.
46. In accordance with General Plan Policy 4.3-16 and Fowler Municipal Code Section 9-5.1605-

K, a minimum of 5% of the project site shall be developed with usable open space which could include common recreation areas, mini-parks, common green belts/recreation trails, and landscaping. Such open space shall be maintained by assessment district, landscape/lighting district, homeowners' association, or other appropriate maintenance entity. Proposed improvements shall include benches, play structure w/ shade, concrete flatwork and landscaping as approved by the City Engineer.

Utilities:

47. All existing overhead utilities adjacent to the subdivision shall be undergrounded such that not overhead poles remain between the north boundary of Tract 5090 and the south boundary of Tract 6188.
48. The developer shall provide a street light plan for review and approval by the City Engineer prior to approval of the improvement plans and prior to the start of construction. Streetlights shall be provided by the developer and maintained by the City pursuant to PG&E rate schedule LS2C.
49. Developer shall work with PG&E for the preparation of a utility plan, subject to the review and approval by the City Engineer prior to approval of the improvement plans and prior to the start of construction. All work shall be completed such that no street surface need be reopened for service.

Irrigation:

50. Any irrigation pipelines maintained by CID shall be relocated outside of the street right of way, except at street crossings. Any irrigation lines that must remain in service shall be reconstructed with rubber gasket reinforced concrete pipe.
51. All abandoned irrigation lines serving the property shall be removed.

Hold Harmless and Indemnification Condition:

52. Hold Harmless and Indemnification Condition. Approval of this Project is for the benefit of the Applicant. The submittal of applications by the Applicant for this Project was a voluntary act on the part of the Applicant not required by the City. Therefore, as a condition of approval of this Project, the Applicant agrees to defend, indemnify and hold harmless the City of Fowler and its agents, officers, consultants, independent contractors and employees ("City") from any and all claims, actions or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the Project, and for any and all costs, attorney's fees, and damages arising therefrom (collectively "Claim"). The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the Applicant of any Claim or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any Claim and the City shall not be required to pay or perform any settlement arising from any such Claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any Claim, and if the City decides to independently defend a Claim, the Applicant shall be responsible for City's attorney's fees, expenses of litigation and costs for that independent defense. Should the City decide to independently defend any Claim, the Applicant shall not be required to pay or perform any settlement arising from any such Claim unless the Applicant approves the settlement.

Signature of Applicant: _____

Date: _____

RESOLUTION NO. 2531
RESOLUTION BEFORE THE CITY COUNCIL
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION FOR
TENTATIVE TRACT MAP NO. 21-0015

WHEREAS, applications for Tentative Tract Map and Zoning Ordinance Amendment No. 21-0015 (“Project”) have been submitted for APN: 340-130-14 located north of the northeast corner of East Adams and North Armstrong Avenues; and

WHEREAS, the subject application was deemed complete by the Fowler Planning Department and has been reviewed for compliance with the Fowler Zoning Ordinance; and

WHEREAS, the Project requires approval of a Tentative Tract Map and Prezone in accordance with Article 4 of the Fowler Zoning Ordinance and the Fowler Subdivision Ordinance; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act (CEQA), Public Resources Code, sections 21000, et seq., and the Guidelines for implementation of CEQA, Title 14 California Code of Regulations, Chapter 3 sections 15000, et seq.; and

WHEREAS, a public hearing notice was duly published informing the public that the Project and Mitigated Negative Declaration would be considered for approval at the City Council meeting on December 7, 2021 at 7:00p.m.; and

WHEREAS, the City Council reviewed the proposed Project together with the Mitigated Negative Declaration at a Regular Meeting on December 7, 2021; and

WHEREAS, the City Council reviewed and considered the staff report, mitigated negative declaration, and all evidence in the administrative record and presented at the City Council duly noticed public hearing on December 7, 2021, which the City Council determined to be necessary to make an informed decision, including oral and written public testimony on the Project and the Mitigated Negative Declaration.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Fowler, based upon the entire record of proceedings, finds and determines as follows:

1. The foregoing recitals are true and correct.
2. The Mitigated Negative Declaration, and the mitigation monitoring program set forth in Attachment A, including the mitigation measures identified therein and as described in the Mitigated Negative Declaration, is adopted.

3. The Initial Study and Mitigated Negative Declaration for the Project are adequate, reflect the City's independent judgment and analysis, and have been completed in compliance with CEQA and the CEQA Guidelines.
4. On the basis of the whole record, there is no substantial evidence that the Project will have a significant effect on the environment with mitigation measures included.
5. The record of these proceedings shall be contained in the Department of Planning and Community Development located at 128 S. 5th Street, Fowler, CA 93625, and the custodian of the record shall be the City Planner or other person designated by the Community Development Director.
6. The Community Development Director, or his/her designee, is authorized to file a notice of determination for the Project in accordance with CEQA and to pay any fees required for such filing.
7. The basis for the findings is detailed in the December 7, 2021 staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as evidence and comments presented in connection with the Mitigated Negative Declaration.

PASSED, APPROVED AND ADOPTED this 7th day of December 2021, at a regular meeting of the Fowler City Council by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

APPROVED:

David Cardenas, Mayor

I hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted by the City Council of the City of Fowler at a meeting thereof held on the 7th day of December, 2021.

ATTEST:

Angela Vasquez, Deputy City Clerk

Attachment A – Initial Study

City of Fowler
Marshall Estates II

Admin Draft Initial Study / Mitigated Negative Declaration

October 2021

Prepared for:
City of Fowler
128 S. 5th Street
Fowler, CA 93625

Prepared by:
Provost & Pritchard Consulting Group
130 N. Garden Street
Visalia, CA 93291



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Report Prepared for:

City of Fowler
128 S. 5th Street
Fowler, CA 93625

Contact:
Dawn E. Marple
(559) 834-3113 Ext 122

Report Prepared by:

Provost & Pritchard Consulting Group
Briza Sholars, Senior Planner, QA/QC
Jarred Olsen, Associate Planner, Project Manager, Technical Writing
Dena Giacomini, Senior Biologist/Senior Planner
Lizbeth Avitia, Wyatt Czesinski, Ryan McKelvey, Morgan Wright, Assistant Planners, Technical Writing
Ben Toews, GIS
Jackie Lancaster, Administrative Support, Technical Writing

Contact:
Jarred Olsen, Associate Planner
(559) 636-1166

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Acronyms and Abbreviations

AB	Assembly Bill
AFY	acre-feet/year
ALUCP	Airport Land Use Compatibility Plan
AQP	Air Quality Plan
BAU	Business As Usual
bcf	billion cubic feet
BPS	Best Performance Standards
Cal Fire	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Modeling (software)
CAP	Climate Action Plan
CCAP	Climate Change Action Plan
CDFW	California Department Fish and Wildlife
City	City of Fowler
CNEL	Community Noise Equivalent Level
County	Fresno County
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSLC	California State Lands Commission
CWA	Clean Water Act
dBA	A-weighted decibels
DDW	Division of Drinking Water
DOC	California Department of Conservations
DOGGR	Division of Oil, Gas and Geothermal Resources
DPM	Diesel Particulate Matter
DPU	Department of Public Utilities
DTSC	(California) Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program

GC	Government Code
GHG.....	Greenhouse Gas
GIS	Geographic Information System
gpd	gallons per day
HUC.....	Hydrologic Unit Code
IS	Initial Study
IS/MND.....	Initial Study/Mitigated Negative Declaration
LAFCo.....	Local Agency Formation Commission
Ldn	Day/Night Average Sound Level
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MND.....	Mitigated Negative Declaration
MRZ.....	Mineral Resource Zones
MTCO _{2e}	Metric tons of carbon dioxide equivalent
NAAQS.....	National Ambient Air Quality Standards
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NGVD.....	National Geodetic Vertical Datum
NHPA.....	National Historic Preservation Act
NMFS	National Marine Fisheries Services
NO _x	Nitrogen Oxides
NPDES.....	National Pollutant Discharge Elimination System
NRCS.....	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
O ₃	Ozone
Pb	Lead
PC	Production-Consumption
PCB	Polychlorinated biphenyls
PG&E.....	Pacific Gas and Electric Company
PM ₁₀	particulate matter 10 microns in size
PM _{2.5}	particulate matter 2.5 microns in size
ppb	parts per billion
ppm	parts per million

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PRC	Public Resources Code
RCRA.....	Resource Conservation and Recovery Act
Reclamation	United States Bureau of Reclamation
ROC.....	Reactive Organic Compound
ROV.....	Remote Operated Vehicle
RWQCB.....	Regional Water Quality Control Board
SB	Senate Bill
SCH	State Clearinghouse
SGMA.....	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SJVAB.....	San Joaquin Valley Air Basin
SJVAPCD.....	San Joaquin Valley Air Pollution Control District
SO ₂	Sulfur Dioxide
SOI	Sphere of Influence
SO _x	Sulfur Oxide
SR	State Route
SSJVIC.....	Southern San Joaquin Valley Information Center
SWPPP.....	Storm Water Pollution Prevention Plan
SWRCB.....	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCP	1,2,3-trichloropropane
TDS	total dissolved solids
TPY	Tons Per Year
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
VOC.....	Volatile Organic Compound
µg/m ³	micrograms per cubic meter

Chapter 1 Introduction

Provost & Pritchard Consulting Group (Provost & Pritchard) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Fowler (City) to address the environmental effects of the proposed Marshall Estates II Project (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.* The City is the CEQA lead agency for this proposed Project.

The site and the proposed Project are described in detail in the Project Description.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, *et seq.*)-- also known as the CEQA Guidelines--Section 15064 (a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a ND or *mitigated* ND shall be prepared for a project subject to CEQA when either:

- a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- b. The IS identified potentially significant effects, but:
 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed MND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 2. There is no substantial evidence, in light of the whole record before the agency, that the proposed project *as revised* may have a significant effect on the environment.

1.2 Document Format

This IS/MND contains four chapters and four appendices. Introduction provides an overview of the proposed Project and the CEQA process. Project Description provides a detailed description of proposed

Project components and objectives.

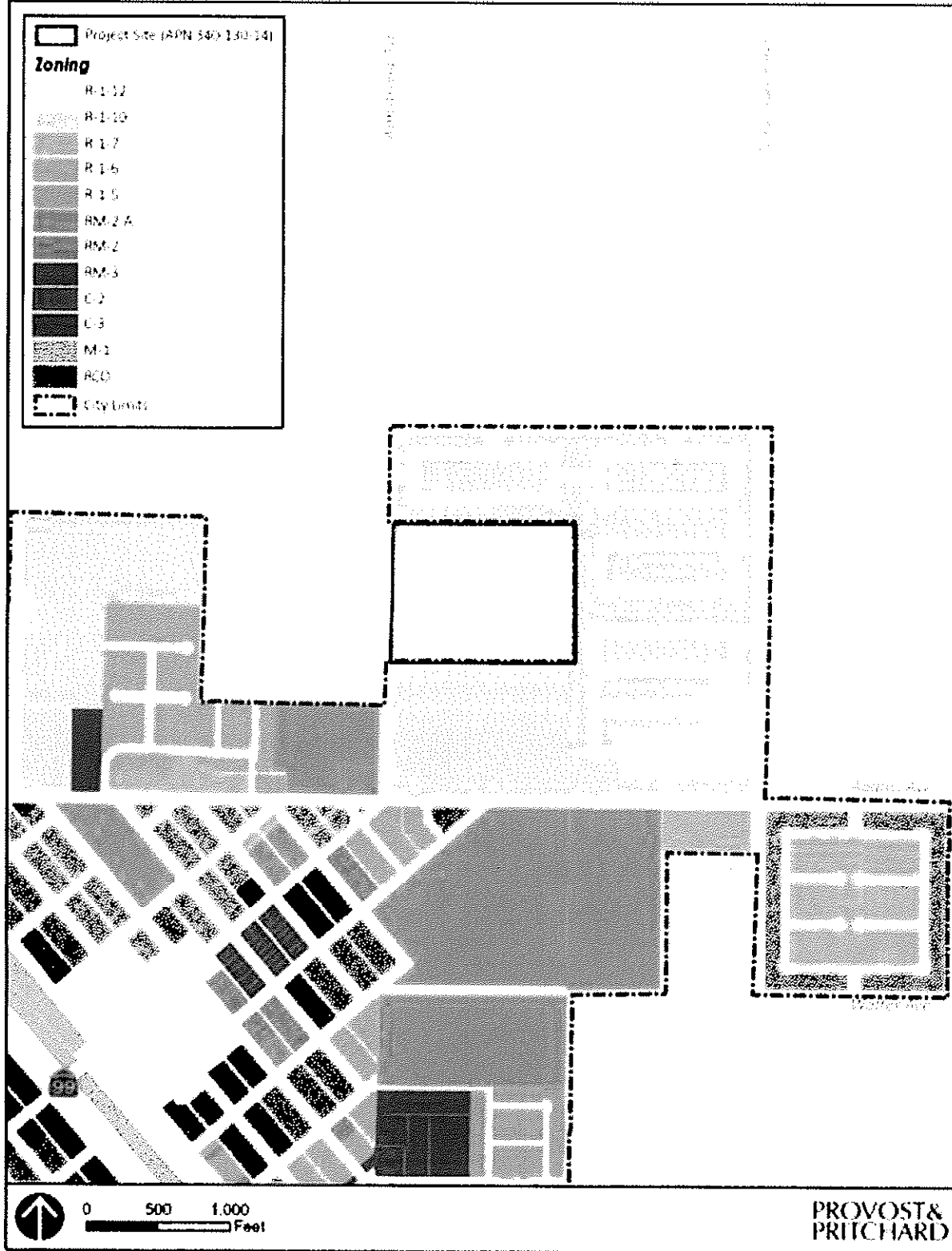


Figure 2-6. Zone District Map

Impact Analysis, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 3 concludes with the Lead Agency's determination based upon this initial evaluation. Mitigation Monitoring and Reporting Program (MMRP) provides the proposed mitigation measures, implementation timelines, and the entity/agency responsible for ensuring implementation.

The following technical documents are provided at the end of this document:

Appendix A	CalEEMod Output Files
Appendix B	Biological Resources Information
Appendix C	Cultural Resources Information
Appendix D	Soils Report

Chapter 2 Project Description

2.1 Project Background and Objectives

2.1.1 Project Title

National Raisin Corporation: Marshall Estates II

2.1.2 Lead Agency Name and Address

City of Fowler
128 S. 5th Street
Fowler, CA 93625

2.1.3 Contact Person and Phone Number

Lead Agency Contact
Dawn E. Marple, City Planner
559-834-3113, ext. 122; Fax 559-834-0185
dmarple@ci.fowler.ca.us

2.1.4 Project Location

The Project is currently located outside the City of Fowler in central Fresno County, approximately 270 miles south of Sacramento and 150 miles north of Bakersfield (see Figure 2-1). It is on the east side of South Armstrong Avenue between East Adams and East Hogan Avenues on Assessor's Parcel Number 340-130-14, approximately one mile east of State Route 99 (SR 99).

2.1.5 Latitude and Longitude

The centroid of the Project area is 36°38'19"N, 119°40'15"W.

2.1.6 General Plan Designation Zoning

Table 2-1. Fowler General Plan Designation and County Zone District

Fowler General Plan Designation	Zone District
Low Density Residential	AE-20 (County), R-1-10 (City; Proposed)

2.1.7 Description of Project

2.1.7.1 Project Description

National Raisin Company is proposing to subdivide approximately 29 acres of agricultural and residential land north of the northeast corner of Adams Avenue and Armstrong Avenue in Fowler, California into a 74-lot single-family residential development. The lots range between 10,160 and 17,371 square feet in size. A park will be also be constructed.

2.1.7.2 Development of Subdivision

Development of the subdivision is expected to occur over a 2.5-year period with project construction beginning in 2022 and completed by mid-2024. At 3.2 persons per household, the 74-unit project will accommodate approximately 237 people.

Circulation within the site would be provided by a system of local roadways with two access points, one to Armstrong Avenue and one to Marshall Estates I (see Figure 2-4). It is proposed that the local streets be public.

A total of two (2) homes are located on the 29 acre site that would be demolished.

2.1.7.3 Utilities and Electrical Services

The City of Fowler provides water service within its corporate limits, including to the Project site. The water distribution system within the Project site would be provided and maintained by the City. Sanitary sewer service, including wastewater treatment, will be provided to the Project site by the Selma-Kingsburg-Fowler (SKF) County Sanitation District. Existing water and sewer mains are located along Armstrong Avenue and will provide connections for this Project. The stormwater collection will be connected to a proposed stormwater basin being constructed at the northeast corner of the Project site.

Electrical and gas service to the Project site would be provided by PG&E. AT&T would provide telephone service and cable television service would be provided by Comcast. The Applicant will be required to extend these services to the site.

2.1.8 Site and Surrounding Land Uses and Setting

The Project site is located northeast of downtown Fowler in an area once dominated by agriculture but now planned for urban uses. Land uses in the vicinity consist predominantly of low- and medium-density residential, public facilities, and farmland planned for eventual urban expansion.

As illustrated in Figure 2-3, the Project site is surrounded by an existing low-density, single-family residential subdivision to the east and several single-family residential homes to the southwest. Marshall Elementary School sits across Armstrong Avenue to the west and Fowler High School is across Adams Avenue to the south. The northern border of the Project consists of currently undeveloped agricultural land that has been designated for low-density residential use, beyond which is additional existing single-family development. In addition to Marshall Elementary School and Fowler High School, there are several other schools within 0.5 miles of the Project site.

2.1.9 Other Public Agencies Whose Approval May Be Required

- State Water Resources Control Board
- San Joaquin Valley Air Pollution Control District
- California Public Utilities Commission
- Selma-Kingsburg-Fowler County Sanitation District
- Fresno Local Agency Formation Committee (LAFCo)

2.1.10 Consultation with California Native American Tribes

Public Resources Code Section 21080.3.1, *et seq.* (codification of AB 52, 2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

The City has received written correspondence from the Tachi-Yokut Tribe pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed projects. On June 21, 2021, the City sent the Yokut Tribe a formal Notification of a Decision to Undertake a Project, and Notification of Consultation Opportunity, including a Project description of the TSM No. 21-0015 applications. In accordance with the law, the letter provided 30 days from receipt of the letter to request consultation in writing. No request for consultation was made for the Project.

Chapter 2 Project Description
Marshall Estates II

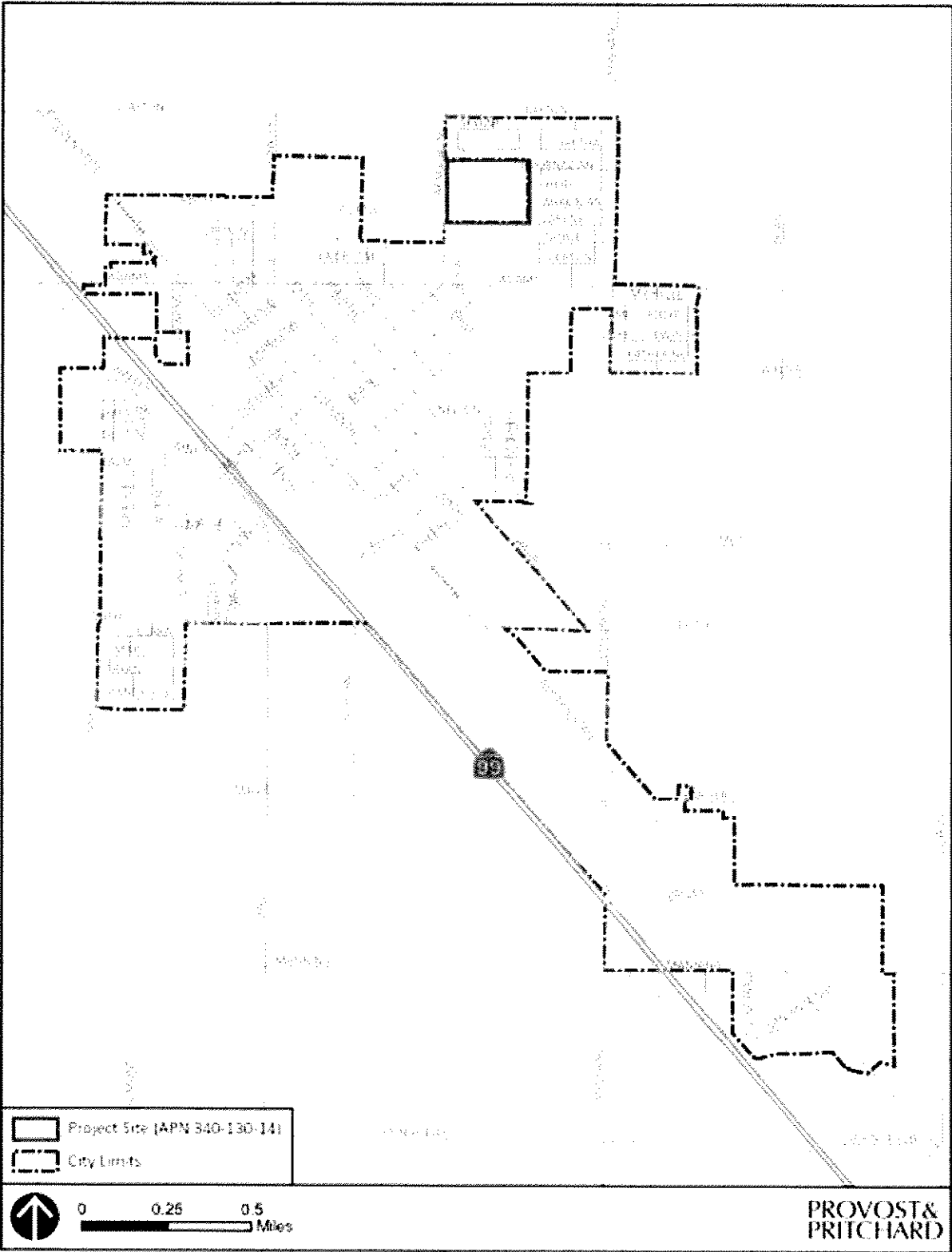


Figure 2-1. Regional Location Map

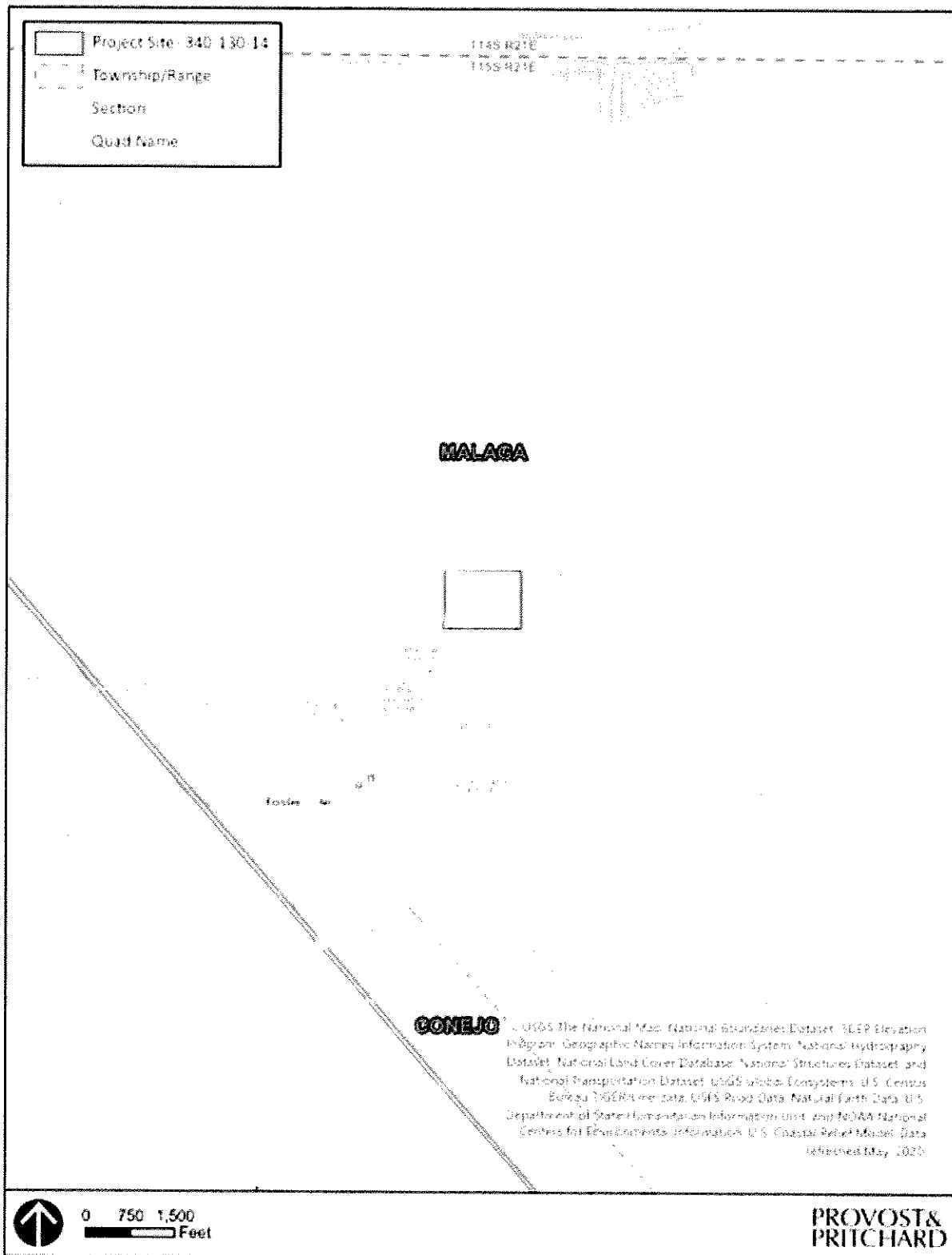


Figure 2-2. Topographic Quadrangle Map



Figure 2-3. Area of Potential Effect Map

Chapter 2 Project Description
 Marshall Estates II

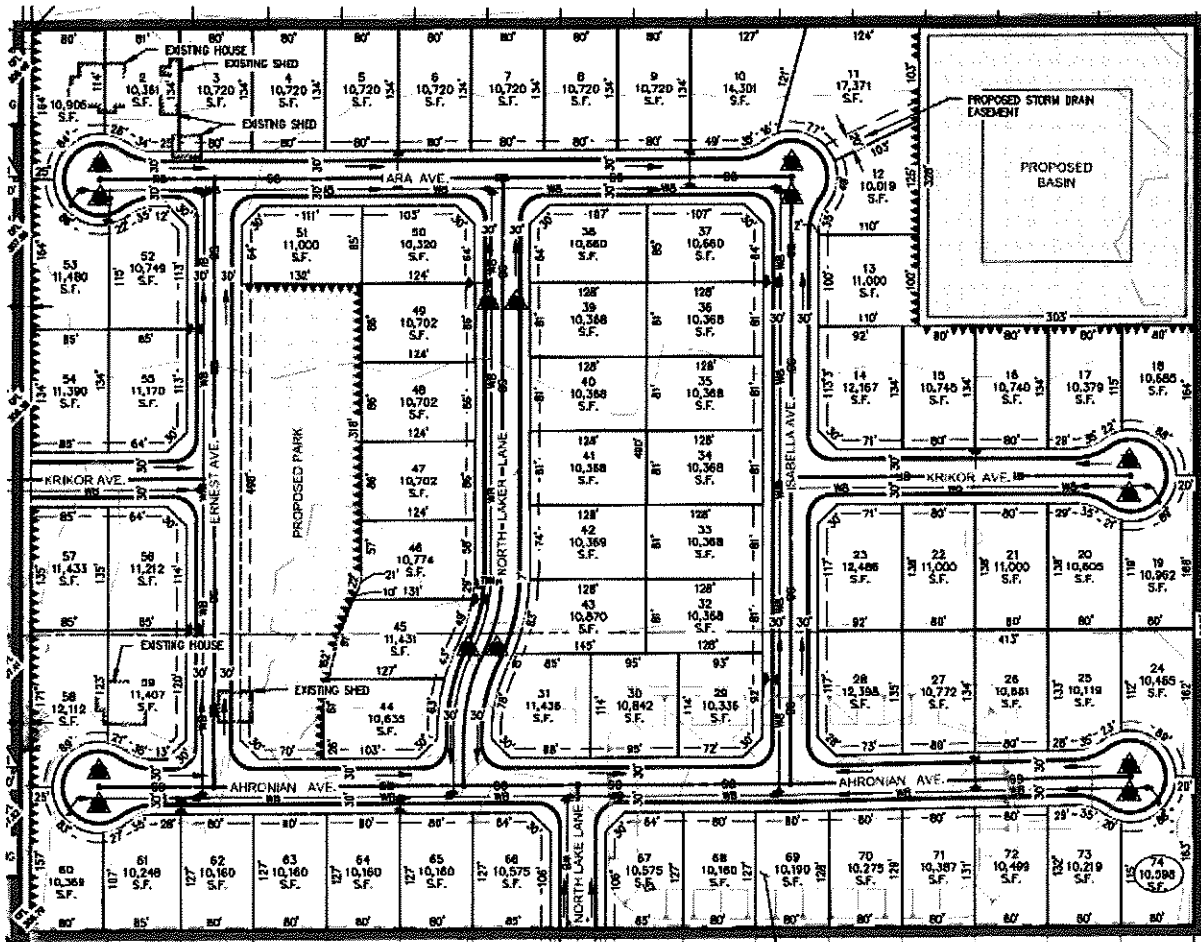


Figure 2-4. Site Plan



Figure 2-5. General Plan Land Use Designation Map

Chapter 2 Project Description
 Marshall Estates II

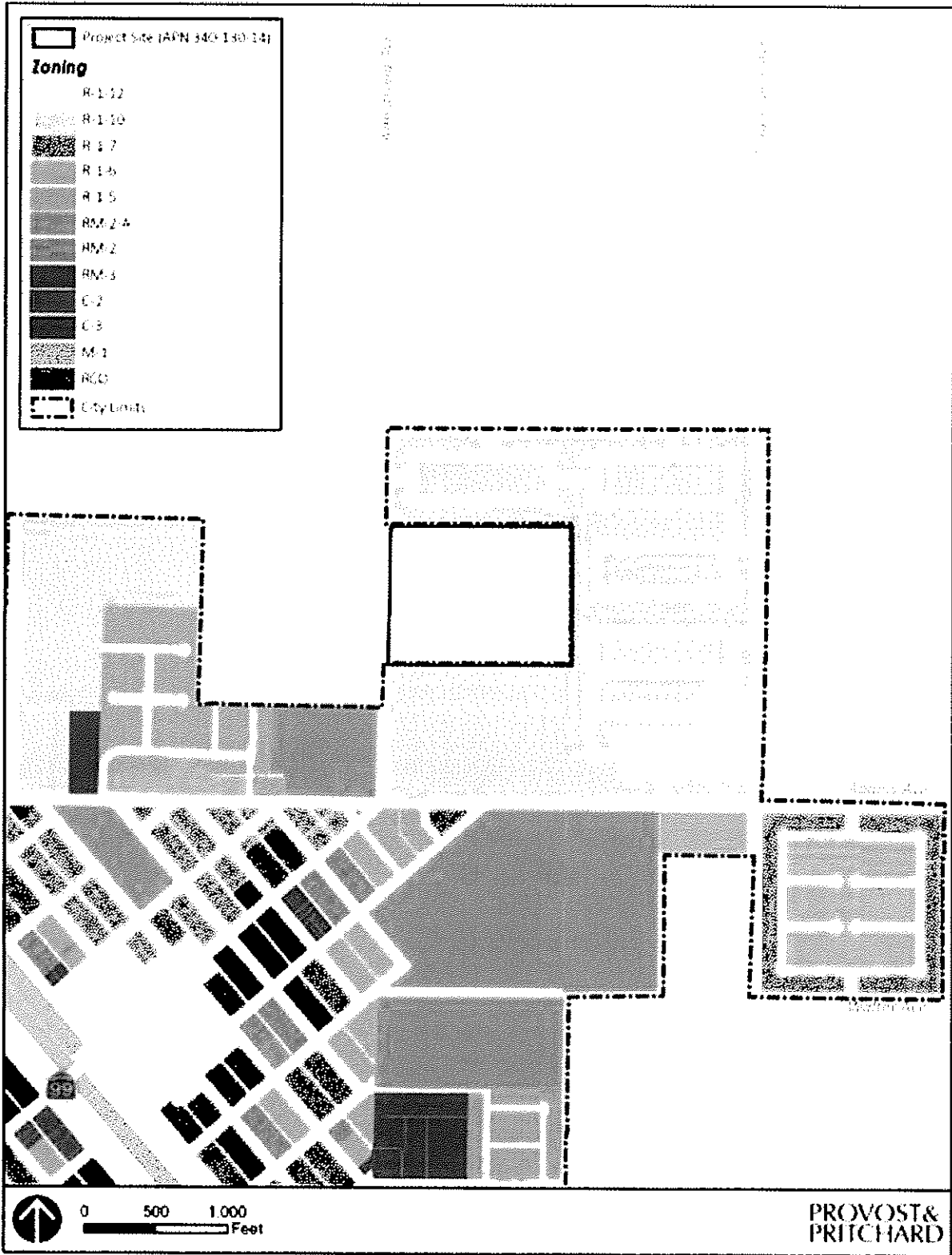


Figure 2-6. Zone District Map

Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

The analyses of environmental impacts here in Chapter 3 Impact Analysis are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

3.2 Aesthetics

Table 3-1. Aesthetics Impacts

Aesthetics Impacts				
Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.1 Environmental Setting and Baseline Conditions

The Project site is located along the floor of the San Joaquin Valley in northeast Fowler, which lies along State Route 99. The predominant landscape feature of the San Joaquin Valley is a wide variety of agricultural land. Regional views from the valley floor are generally limited due to the flatness of the region, however, on clear days the Sierra Nevada Mountains are visible to the east. The City is characterized as a freestanding city with small town atmosphere surrounded by agricultural land. As one of the cities along the Fresno County Blossom Trail, Fowler offers scenic views of blossoming orchards from February to March.

The Project site currently contains two homes, 17 acres of grapes, and vacant land. The site would be visible from the nearby Marshall Elementary School and from the residences to the north and east. The Project lies within an area designated as low density residential. The surrounding area is considered rural and low density, with agricultural land developed with a single-family residence to the west of the Project site. There are no scenic vistas on the Project site or in the vicinity. There are no designated State scenic highways within the City or surrounding area. In Fresno County, a portion of State Route 180 (SR 180) has been officially identified by Caltrans as a “designated State Scenic Highway,” however, that segment is approximately 18 miles northeast of the Project site.

3.2.2 Impact Assessment

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Scenic features in the vicinity may include the vast expanse of agricultural uses. The Project site is not within the viewshed of any water features or scenic vistas. Furthermore, the Project site does not stand out from its surroundings in any remarkable fashion. Impacts would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. In Fresno County, a portion of State Route 180 (SR 180) has been officially identified by Caltrans as a “designated State Scenic Highway.” However, Project activities would occur approximately 18 miles southwest and do not have the potential to affect the highway. There would be no impact.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public view are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The existing visual character of the Project site and its surroundings consist of urban development, schools, and agricultural land. To the west, the Project site is surrounded by agricultural and rural infrastructure such as vineyards, irrigation standpipes, and wells. It could be argued that the development of a subdivision could visually degrade the visual character of the surrounding agricultural land. However, the Project would create development consistent with the City of Fowler General Plan and would likely increase the quality of the visual character. Furthermore, the residential development will offer attractive landscaping and architectural design to reduce any visual effect to the surrounding properties and conform with the existing character of the neighboring community. Any impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Implementation of the Project would create new sources of light typical of urban development. Nighttime lighting levels would increase over current levels, as sources of new and nighttime lighting and illumination would include, but are not necessarily limited to, lighting from the new residential use, lights associated with vehicular travel (i.e., car headlights), and street lighting. Increased nighttime lighting and illumination could result in adverse effects to adjacent land uses through the “spilling over” of light into these areas and “sky glow” conditions. However, all future development under the Project would have to comply with Title 9 of the City of Fowler Zoning Ordinance, which ensures that proposed lighting is so arranged as to deflect the light away from adjoining properties. This would assist in reducing potential impacts associated with daytime glare and nighttime light. As such, any potential light and glare would be reduced to a less than significant impact.

3.3 Agriculture and Forestry Resources

Table 3-2. Agriculture and Forest Impacts

Agriculture and Forest Impacts				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3.1 Environmental Setting and Baseline Conditions

The Project is located in California’s central San Joaquin Valley in Fresno County and more specifically within the City of Fowler. Fresno County is located within California’s agricultural heartland. In 2019, Fresno County ranked was the top agricultural county in the State in the annual market value of farm products.¹

A wide range of commodities are grown in the county, with major production of milk, poultry, livestock, and other animal commodities, row crops, nuts and fruit tree crops, and vegetables. Rich soil; irrigation water; Mediterranean climate; and steady access to local, national, and global markets make this possible.

Farmland Mapping and Monitoring Program (FMMP): The FMMP produces maps and statistical data used for analyzing impacts to California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

The California DOC’s FMMP is a non-regulatory program that produces “Important Farmland” maps and statistical data used for analyzing impacts on California’s agricultural resources. The Important Farmland maps

¹ USDA. California County Agricultural Commissioners’ Reports 2020. https://www.cdfa.ca.gov/Statistics/PDFs/2020_Ag_Stats_Review.pdf Accessed 1 July 2021.

identify eight land use categories, five of which are agriculture related: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land – rated according to soil quality and irrigation status. Each is summarized below:

- **PRIME FARMLAND (P):** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **FARMLAND OF STATEWIDE IMPORTANCE (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

As demonstrated in Figure 3-1, the FMMP for Fresno County designates the Project site as Prime Farmland and Farmland of Statewide Importance.

3.3.2 Impact Assessment

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact. As of 2018, the Project site was designated primarily as “Prime Farmland”, with a small section of “Farmland of Statewide Importance”, as shown on the Farmland Mapping and Monitoring Program maps. Although the Project site is designated as “Prime Farmland,” the conversion of the approximately 29 acres of farmland within City limits is not considered a significant impact. This area has been planned and zoned for urban development since the City of Fowler General Plan was adopted in 1976. As illustrated in Figure 3-1, there is no shortage of Prime Farmland in the Central Valley. The 29-acre Project site represents approximately 0.004 percent of Fresno County’s 678,103 acres of Prime Farmland. Impacts would be less than significant.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Although the Project site has historically been used for agriculture, it is not subject to a Williamson Act contract, nor are the adjacent properties. The Project site was designated for low density residential uses in the City of Fowler General Plan and will be zoned as low-density residential following its annexation to the City. The Project site is surrounded by urban neighborhood and schools in all directions. Implementation of the Project will not conflict with existing zoning for agricultural use or a Williamson Act contract. There will be no impact.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

c-d) No Impact. There are no forest lands or timberlands within the Project site or vicinity. There will be no impact.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in Impact Assessments II a-d, implementation of the Project would not impinge on the existing agricultural productivity in the area nor would it result in significant conversion of Farmland to

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non-agricultural use or conversion of forest land to non-forest use. Although the site has been used for agriculture in the past, it is not currently in production. Surrounding areas are comprised of urban neighborhoods and schools.



Figure 3-1. Farmland Designation Map

3.4 Air Quality

Table 3-3. Air Quality Impacts

Air Quality Impacts				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.4.1 Environmental Setting and Baseline Conditions

3.4.1.1 Regulatory Attainment Designations

Under the CCAA, the CARB is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The EPA designates areas for ozone, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM₁₀ based on the likelihood that they would violate national PM₁₀ standards. All other areas are designated “unclassified.”

The State and national attainment status designations pertaining to the SJVAB are summarized in Appendix A. The SJVAB is currently designated as a nonattainment area with respect to the State PM₁₀ standard, ozone, and PM_{2.5} standards. The SJVAB is designated nonattainment for the NAAQS 8-hour ozone and PM_{2.5} standards. On September 25, 2008, the EPA re-designated the San Joaquin Valley to attainment status for the PM₁₀ NAAQS and approved the PM₁₀ Maintenance Plan.

Table 3-4. Summary of Ambient Air Quality Standards and Attainment Designation

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm	Nonattainment/ Severe	–	No Federal Standard
	8-hour	0.070 ppm	Nonattainment	0.075 ppm	Nonattainment (Extreme)**
Particulate Matter (PM ₁₀)	AAM	20 µg/m ³	Nonattainment	–	Attainment
	24-hour	50 µg/m ³		150 µg/m ³	
Fine Particulate Matter (PM _{2.5})	AAM	12 µg/m ³	Nonattainment	12 µg/m ³	Nonattainment
	24-hour	No Standard		35 µg/m ³	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment/ Unclassified	35 ppm	Attainment/ Unclassified
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		–	
Nitrogen Dioxide (NO ₂)	AAM	0.030 ppm	Attainment	53 ppb	Attainment/ Unclassified
	1-hour	0.18 ppm		100 ppb	
Sulfur Dioxide (SO ₂)	AAM	–	Attainment	–	Attainment/ Unclassified
	24-hour	0.04 ppm		–	
	3-hour	–		0.5 ppm	
	1-hour	0.25 ppm		75 ppb	
Lead (Pb)	30-day Average	1.5 µg/m ³	Attainment	–	No Designation/ Classification
	Calendar Quarter	–		–	
	Rolling 3-Month Average	–		0.15 µg/m ³	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified		
Vinyl Chloride (C ₂ H ₃ Cl)	24-hour	0.01 ppm (26 µg/m ³)	Attainment		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/km-visibility of 10 miles or more due to particles when the relative humidity is less than 70%.	Unclassified		

* For more information on standards visit: <https://ww2.arb.ca.gov/research/aqgs/aqgs2.pdf>

** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard [date].

***Secondary Standard

Source: CARB 2015; SJV APCD 2015

3.4.2 Impact Assessment

This analysis was prepared using CalEEMod, Version 2020.4.0 for the proposed Project in September 2021. The CalEEMod Output Files can be found in Appendix A. The sections below detail the methodology of the air quality and greenhouse gas emissions analysis.

3.4.2.1 Short-Term Construction-Generated Emissions

Short-term construction emissions associated with the Project were calculated using CalEEMod, Version 2020.4.0. The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on anticipated construction schedules and construction equipment requirements provided by the Project applicant. All remaining assumptions were based on the default parameters contained in the model. Localized air quality impacts associated with the Project would be minor and were qualitatively assessed. Modeling assumptions and output files are included in Appendix A.

3.4.2.2 Long-Term Operational Emissions

Long-term operational emissions utilized default assumptions, as well as newer vehicular trip generation rates, default values provided by the SJVAPCD, and the implementation of SJVAPCD rules. Modeling assumptions and output files are included in Appendix A.

3.4.2.3 Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts*. This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

Short-Term Emissions of Particulate Matter (PM₁₀): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NO_x): Construction impacts associated with the proposed Project would be considered significant if the project generates emissions of Reactive Organic Gases (ROG) or NO_x that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM₁₀): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM₁₀ that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NO_x): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NO_x that exceeds 10 TPY.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e. 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Toxic Air Contaminants: Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 20 in 1 million or would result in a Hazard Index greater than 1.

Odors: Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. As noted in Impact Assessments impact-b and impact-c below, implementation of the Project would not result in short-term or long-term increases in emissions that would exceed applicable thresholds of significance. Projects that do not exceed the recommended thresholds would not be considered to conflict with or obstruct the implementation of applicable air quality plans. Impacts would be less than significant.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. Construction-generated emissions are temporary in duration, site improvements and construction of the homes will take place over 2.5 years. The construction of the Project would result in the temporary generation of emissions associated with site grading and excavation, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Estimated construction-generated emissions and operational emissions are summarized in Table 3-5. Operational emissions would occur from vehicular trips, area sources such as fireplaces, and energy sources from the combustion of natural gas. These emissions are summarized in Table 3-6.

Table 3-5. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Source	Annual Emissions (Tons/Year) ⁽¹⁾					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
2021	0.1327	1.3670	0.8770	0.2197	0.0597	0.0016
2022	0.2583	2.3675	2.3824	0.2142	0.1390	0.0044
2023	0.4928	1.7013	2.0144	0.1113	0.0845	0.0036
2024	0.2027	0.0086	0.0134	0.0007	0.0005	0.0000
Maximum Annual Proposed Project Emissions:	0.4928	2.3675	2.3824	0.2197	0.139	0.0044
SJVAPCD Significance Thresholds:	10	10	100	15	15	27
Exceed SJVAPCD Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

Table 3-6. Unmitigated Long-Term Operational Emissions

Source	Annual Emissions (Tons/Year) ⁽¹⁾					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Annual Project Emissions:	0.9165	0.5017	3.0499	0.7551	0.2133	0.0076
SJVAPCD Significance Thresholds:	10	10	100	15	15	27
Exceed SJVAPCD Thresholds?	No	No	No	No	No	No

2. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

As Project emissions will not exceed established thresholds, impacts would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Section 3 of the SJVAPCD *Guide for Assessing and Mitigating Air Quality Impacts* defines a sensitive receptor as a location where human populations, especially children, seniors, and sick persons are present and where there is a reasonable expectation of human exposure to pollutants. Sensitive receptors normally refer to people with heightened sensitivity to localized, rather than regional pollutants. The Project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. These include heavily traveled roads, distribution centers, fueling stations and dry cleaning operations. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. There would be a less than significant impact.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Implementation of the Project would not result in long-term emissions of odors. However, construction would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. Similarly, infrequent use of the diesel-powered emergency back-up generator may occasionally produce an odorous exhaust. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. The Project is located within an area dominated by agricultural production, which includes the use of diesel-powered equipment and various odorous chemicals on a regular basis. Construction activities would be short-term in nature, as would be the infrequent use of the emergency generator. Conditions created by Project-related activities would not vary substantially from the baseline conditions routinely experienced onsite and in the vicinity. Impacts would be less than significant.

3.5 Biological Resources

Table 3-7. Biological Resources Impacts

Biological Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5.1 Environmental Setting and Baseline Conditions

The agricultural community of Fowler which includes the Project site lies within the lower San Joaquin Valley, part of the Great Valley of California. The Valley is bordered by the Sierra Nevada Mountain Ranges to the east, the Coast Ranges to the west, the Klamath Mountains and Cascade Range to the north, and the Transverse Ranges and Mojave Desert to the south.

The approximately 29-acre Project site has historically been used for agricultural production, the site currently consists of recently-disced, barren, ruderal land on the southern portion and grape vines on the northern portion. The Project area is bordered by urban development to the north and east, agricultural land to the west, and more recently-disced, barren, ruderal land immediately south. (see Figure 2-3) Soils in the Project APE consist of Hesperia fine sandy loam, Exeter loam, and Hanford sandy loam, which is typically dry from early

May until early November, unless irrigated. These types of soils are moderately well drained and ideal for growing agricultural crops.

Adjacent land uses consist of residential homes and public school facilities. The City is located within the Kennedy Pond watershed; Hydrologic Unit Code (HUC): 180300090206. ² The San Joaquin River and the Kings River are the two principal river systems within this watershed and the San Joaquin Valley, and the City is located approximately 18 miles south of the San Joaquin River and 9 miles west of the Kings River. There are no tributaries or distributaries located within the site boundaries or adjacent to the site.

As part of a desktop analysis of potential Project-related impacts to biological resources, on September 13, 2021, a thorough search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) for published accounts of special status plant and animal species was conducted for the Malaga 7.5-minute quadrangle that contains the Project site in its entirety, and for the eight surrounding quadrangles: Fresno North, Clovis, Round Mountain, Fresno South, Sanger, Caruthers, Conejo, and Selma. These species, and their potential to occur within the Project area are listed in Table 3-8 and Table 3-9 on the following pages. Raw data obtained from CNDDDB is available in Appendix B at the end of this document. Other sources of information utilized in the preparation of this analysis included the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Vascular Plants of California, CalFlora’s online database of California native plants, the Jepson Herbarium online database (Jepson eFlora), United States Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS), the NatureServe Explorer online database, the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Plants Database, CDFW California Wildlife Habitat Relationships (CWHR) database, ebird.org, and the California Herps online database.

Table 3-8. List of Special Status Animals with Potential to Occur Onsite and/or in the Vicinity

Species	Status	Habitat	Occurrence on Project Site
American badger <i>(Taxidea taxus)</i>	CSC	Grasslands, savannas, and mountain meadows near timberline are preferred. Most abundant in drier open spaces of shrub and grassland. Burrows in soil.	Unlikely - This species prefers uncultivated grasslands with friable soils for burrowing. Friable soils and ground squirrel population may be present within the APE, but the years of cultivation and frequent disturbance would generally make the site unsuitable for this species. The most recent observation of this species was recorded in 1987 north of the Project site.
burrowing owl <i>(Athene cunicularia)</i>	CSC	Resides in open, dry annual or perennial grasslands, deserts, and scrublands with low growing vegetation. Nests underground in existing burrows created by mammals, most often ground squirrels.	Possible - The disturbed habitats of the APE would Generally be unsuitable for this species; however, if the fallowed portion of the APE is not maintained, this species may use the fallowed land to form burrows.
California glossy snake <i>(Arizona elegans occidentalis)</i>	CSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral. Prefers open areas with loose soil for easy burrowing.	Unlikely - The disturbed habitats of the APE are unsuitable for this species. Furthermore, the Project area is outside of the known range of this species. The nearest known occurrence of this species was recorded approximately 9 miles northwest of the Project area in 1946.

² EPA Waters GeoViewer. <https://cpa.maps.arcgis.com/apps/webappviewer/index.html?id=ada349b90c26496ca52ab66a092593b> Accessed 13 September 2021

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Species	Status	Habitat	Occurrence on Project Site
California tiger salamander central California DPS (<i>Ambystoma californiense</i>)	FT, CT, CWL	Requires vernal pools or seasonal ponds for breeding and small mammal burrows for aestivation. Generally found in grassland and oak savannah plant communities in central California from sea level to 1500 feet in elevation.	Absent - The disturbed habitats of the APE and surrounding lands are generally unsuitable for this species. Vernal pool habitat suitable for breeding is absent from the APE.
coast horned lizard (<i>Phrynosoma blainvillii</i>)	CSC	Found in grasslands, coniferous forests, woodlands, and chaparral, primarily in open areas with patches of loose, sandy soil and low-lying vegetation in valleys, foothills, and semi-arid mountains. Frequently found near ant hills and along dirt roads in lowlands along sandy washes with scattered shrubs.	Absent - The disturbed habitats of the APE are unsuitable for this species. The nearest known occurrence of this species was recorded approximately 9 miles northwest of the Project area over 100 years ago.
Crotch bumble bee (<i>Bombus crotchii</i>)	CCE	Occurs throughout coastal California, as well as east to the Sierra-Cascade crest, and south in to Mexico. Food plant genera include <i>Antirrhinum</i> , <i>Phacelia</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , and <i>Eriogonum</i> .	Unlikely – The disturbed habitats of the APE are unsuitable for this species. The last recorded date site last seen was April 29, 1899, and the exact location is unknown .
double-crested cormorant (<i>Phalacrocorax auratus</i>)	CWL	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.	Absent – The disturbed habitats of the APE are unsuitable for this species. This species needs to be near a water source which is also absent from the APE. The last recorded date site was in May 2012 in the vicinity of Fresno.
Fresno kangaroo rat (<i>Dipodomys nitratooides exilis</i>)	FE, CE	An inhabitant of alkali sink open grassland environments in western Fresno County. Prefers bare, alkaline, clay-based soils subject to seasonal inundation with more friable soil mounds around shrubs and grasses.	Unlikely The highly disturbed habitats of the APE and surrounding lands are unsuitable for this species. The nearest known occurrence of this species was recorded in the Fresno area over 100 years ago. This historical observation has since been updated to “extirpated” in the CNDDDB.
least Bell’s vireo (<i>Vireo bellii pusillus</i>)	FE, CE	This migratory species breeds in southern California. Breeding habitat consists of dense, low, shrubby, riparian vegetation in the vicinity of water or dry river bottoms. By the early 1980s, this species was extirpated from most of its historic range in California, including the Central Valley. This species now occurs exclusively along the coast of southern California (USFWS, 1998).	Absent - The APE is outside of the known current range of this species. Riparian habitat is absent from the Project site and surrounding areas.
northern California legless lizard (<i>Anniella pulchra</i>)	CSC	Found primarily underground, burrowing in loose, sandy soil. Forages in loose soil and leaf litter during the day. Occasionally	Unlikely - The disturbed habitats of the APE are unsuitable for this species. The nearest known occurrence of this species was

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Species	Status	Habitat	Occurrence on Project Site
		observed on the surface at dusk and night.	recorded approximately 9 miles northwest of the Project APE over 100 years ago.
pallid bat (<i>Antrozous pallidus</i>)	CSC	Found in grasslands, chaparral, and woodlands, where it feeds on ground- and vegetation-dwelling arthropods, and occasionally takes insects in flight. Prefers to roost in rock crevices, but may also use tree cavities, caves, bridges, and other man-made structures.	Possible - Roosting habitat is possible in the existing trees and buildings around the APE; however, foraging habitat is marginal, at best. The nearest known occurrence of this species was recorded in 1909 in the vicinity of Fresno.
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	FE, CT	Underground dens with multiple entrances in alkali sink, valley grassland, and woodland in valleys and adjacent foothills.	Unlikely - The highly disturbed habitats of the APE and fragmentation of the surrounding lands are generally unsuitable for this species. The Project is located approximately 60 miles east of the nearest known core population in Ciervo-Panoche Natural Area. Although some populations of San Joaquin Kit Fox in other parts of California have adapted to an urbanized environment, modern kit fox occurrences are locally scarce. At most, this species could pass through the APE during dispersal movements.
Swainson's hawk (<i>Buteo swainsoni</i>)	CT	Nests in large trees in open areas adjacent to grasslands, grain or alfalfa fields, or livestock pastures suitable for supporting rodent populations.	Possible - Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. There are trees large enough for nesting surrounding the APE within a 0.5-mile radius that could serve as suitable habitat for this species
tricolored blackbird (<i>Agelaius tricolor</i>)	CT, CSC	Nests colonially near fresh water in dense cattails or tules, or in thickets of riparian shrubs. Forages in grassland and cropland. Large colonies are often found on dairy farm forage fields.	Absent - Suitable nesting and foraging habitat is absent from the APE and surrounding lands.
valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)	FT	Lives in mature elderberry shrubs of the Central Valley and foothills. Adults are active March to June.	Unlikely – Due to the high disturbance of the area and maintained landscape, suitable elderberry habitat is unlikely to be found within the APE.
vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT	Occupies vernal pools, clear to tea-colored water, in grass or mud-bottomed swales, and basalt depression pools.	Absent - Suitable vernal pool habitat for this species is absent from the APE and surrounding lands. The existing soil matrix does not support pooling.
western mastiff bat (<i>Eumops perotis californicus</i>)	CSC	Found in open, arid to semi-arid habitats, including dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine	Possible - Roosting habitat is possible in the existing trees and buildings around the APE; however, foraging habitat is marginal, at best.

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Species	Status	Habitat	Occurrence on Project Site
		forest, grassland, and agricultural areas, where it feeds on insects in flight. Roosts most commonly in crevices in cliff faces but may also use high buildings and tunnels.	The nearest known occurrence of this species was recorded approximately 6 miles west of the APE in 1958.
western pond turtle <i>(Emys marmorata)</i>	CSC	An aquatic turtle of ponds, marshes, slow-moving rivers, streams, and irrigation ditches with riparian vegetation. Requires adequate basking sites and sandy banks or grassy open fields to deposit eggs.	Absent - There are no water features onsite or in the vicinity of the APE. The nearest observation of this species was recorded in 2016 approximately 16 miles north of the APE.
western spadefoot <i>(Spea hammondi)</i>	CSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Vernal pools or temporary wetlands, lasting a minimum of three weeks, which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	Unlikely - The highly disturbed habitats of the APE and surrounding lands are generally unsuitable for this species. Wetland habitat suitable for breeding is absent from the APE and potential aestivation habitat is marginal due to frequent ground-disturbance.
western yellow-billed cuckoo <i>(Coccyzus americanus occidentalis)</i>	FT, CE	Suitable nesting habitat in California includes dense riparian willow-cottonwood and mesquite habitats along a perennial river. Once a common breeding species in riparian habitats of lowland California, this species currently breeds consistently in only two locations in the State: along the Sacramento and South Fork Kern Rivers.	Absent - Suitable nesting habitat for this species is absent from the APE and surrounding lands. All of the local observations were recorded over 100 years ago, and the populations are presumed extirpated. It is believed this species no longer occurs within Fresno County.

Table 3-9. List of Special Status Plants with Potential to Occur Onsite and/or in the Vicinity

Species	Status	Habitat	Occurrence on Project Site
alkali-sink goldfields <i>(Lasthenia chrysantha)</i>	CNPS 1B	Found in vernal pool and wet saline flat habitats. Occurrences documented in the San Joaquin and Sacramento Valleys at elevations below 656 feet. Blooms February - April.	Unlikely - The nearest observation of this species was recorded in the vicinity 4-miles north of Laton, in 1934. The population occurrence in the CNDDDB has been updated to extirpated, as all habitat in the vicinity has been eliminated by urbanization and agriculture.
bristly sedge <i>(Carex comosa)</i>	CNPS 2B	Found in marshes, swamps, coastal prairie, valley and foothill grassland. Occurs in wet places. Elevation 1410 to 2035 feet. Blooms May-September.	Unlikely - The nearest observation of this species was recorded in the vicinity southeast of Sanger, in the late 1980's. The population occurrence in the CNDDDB has been updated to extirpated, as all habitat in the vicinity has been eliminated by urbanization and agriculture.

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Species	Status	Habitat	Occurrence on Project Site
California jewelflower (<i>Caulanthus californicus</i>)	FE, CE, CNPS 1B	Found in the San Joaquin Valley and Western Transverse Ranges in sandy soils. Occurs on flats and slopes, generally in non-alkaline grassland at elevations between 230 feet and 6100 feet. Blooms February–April.	Unlikely - The nearest observation of this species was recorded in the vicinity of Fresno in the 1980s. The population occurrence in the CNDDDB has been updated to extirpated, as all habitat in the vicinity has been eliminated by urbanization and agriculture.
California satintail (<i>Imperata brevifolia</i>)	CNPS 2B	Although this facultative species is equally likely to occur in wetlands and non-wetlands, it is often found in wet springs, meadows, streambanks, and floodplains at elevations below 1600 feet. Blooms September – May.	Unlikely – Suitable habitat is absent from the APE. The last recorded observation was in Fresno County in the late 1890s and its exact location is unknown.
forked hare-leaf (<i>Lagophylla dichotoma</i>)	CNPS 1B	Found in cismontane woodland, and valley and foothill grassland communities at elevations between 600 feet and 1100 feet.	Absent - Suitable habitat is absent from the APE. The Project APE is outside of the elevation range for this species
Greene's tuctoria (<i>Tuctoria greenei</i>)	FE, CR, CNPS 1B	Found in the San Joaquin Valley and other parts of California in vernal pools within valley grassland, wetland, and riparian communities at elevations below 3500 feet. Blooms May – September.	Absent - Suitable habitat is absent from the APE. Last date seen was recorded in the late 1980s 4-miles north of Sanger which is approximately 12-miles from the APE.
Madera leptosiphon (<i>Leptosiphon serrulatus</i>)	CNPS 1B	Found in openings in foothill woodland, often yellow-pine forest, and chaparral at elevations between 1000 feet and 4300 feet. Blooms April – May.	Absent - Suitable habitat is absent from the APE. Last date seen was recorded in the 1920s, near Fresno.
San Joaquin adobe sunburst (<i>Pseudobahia peirsonii</i>)	FT, CE, CNPS 1B	Found in the San Joaquin Valley and the Sierra Nevada Foothills in bare dark clay soils in valley and foothill grassland and cismontane woodland communities at elevations between 325 feet and 2950 feet. Blooms March–May.	Absent - Suitable habitat is absent from the APE. due to established agricultural lands.
San Joaquin Valley Orcutt grass (<i>Orcuttia inaequalis</i>)	FT, CE, CNPS 1B	Found in the eastern San Joaquin Valley and the Sierra Nevada foothills in vernal pools within valley grassland, freshwater wetland, and wetland-riparian communities at elevations below 2600 feet. Blooms April – September.	Absent - Suitable habitat is absent from the APE. due to the established agricultural lands and nearby residences.
Sanford's arrowhead (<i>Sagittaria sanfordii</i>)	CNPS 1B	Found in the San Joaquin Valley and other parts of California in freshwater-marsh, primarily ponds and ditches, at elevations below 1000 feet. Blooms May–October.	Absent - Suitable habitat is absent from the APE due to established agricultural lands with nearby residences. The soils in the APE consist of Hesperia fine sandy loam, Exeter loam and Hanford sandy loam which do not support the creation of vernal pools.
spiny-sepaled button-celery (<i>Eryngium spinosepalum</i>)	CNPS 1B	Found in the Sierra Nevada Foothills and the San Joaquin Valley. Occurs in vernal pools,	Absent - Suitable habitat is absent from the APE due to agricultural lands and nearby residences. The soils in the

Chapter 3 Impact Analysis – Biological Resources Marshall Estates II

Species	Status	Habitat	Occurrence on Project Site
succulent owl's-clover (<i>Castilleja campestris</i> var. <i>succulenta</i>)	FT, CE, CNPS 1B	swales, and roadside ditches. Often associated with clay soils in vernal pools within grassland communities. Occurs at elevations between 50 feet and 4160 feet. Blooms April–July. Found in vernal pools, often in acidic soils at elevations below 2500 feet. Blooms April – July.	APE consist of Hesperia fine sandy loam, Exeter loam and Hanford sandy loam which do not support the creation of vernal pools. Absent - Vernal pool habitat is absent from the Project APE. Project area is established agricultural lands with nearby residences.

EXPLANATION OF OCCURRENCE DESIGNATIONS AND STATUS CODES

Present:	Species observed on the site at time of field surveys or during recent past.
Likely:	Species not observed on the site, but it may reasonably be expected to occur there on a regular basis.
Possible:	Species not observed on the site, but it could occur there from time to time.
Unlikely:	Species not observed on the site, and would not be expected to occur there except, perhaps, as a transient.
Absent:	Species not observed on the site, and precluded from occurring there due to absence of suitable habitat.

STATUS CODES

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CCT	California Threatened (Candidate)
FPT	Federally Threatened (Proposed)	CFP	California Fully Protected
FC	Federal Candidate	CSC	California Species of Special Concern
		CWL	California Watch List
		CCE	California Endangered (Candidate)
		CR	California Rare

CNPS LISTING

1A	Plants Presumed Extinct in California.	2	Plants Rare, Threatened, or Endangered in California, but more common elsewhere.
1B	Plants Rare, Threatened, or Endangered in California and elsewhere.		

3.5.2 Impact Assessment

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. Ruderal habitats are characterized by a high level of human disturbance and absence of vegetation or dominated by non-native plant species. Ruderal areas within the Project vicinity have minimal value to wildlife due to the frequent human disturbance, presence of domestic dogs and cats, and the absence of vegetative cover. However, some disturbance-tolerant species may make incidental use of these ruderal lands. As discussed in Table 3-8 and Table 3-9 above, four possible special status species could occur onsite or within the surrounding area. In order to ensure protection of any special status species with potential to occur onsite, the following mitigation measures will be implemented:

BIO-1 (WEAP Training): Prior to initiating construction activities (including staging and mobilization), all personnel associated with Project construction shall attend mandatory Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist, to aid workers in identifying special status resources that may occur in the Project area. The specifics of this program shall include identification of the sensitive species and suitable habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information, along with photographs or illustrations of sensitive species with potential to occur onsite, shall also be prepared for distribution to all contractors, their

employees, and all other personnel involved with construction of the Project. All employees shall sign a form documenting that they have attended WEAP training and understand the information presented to them.

BIO-2 (General Pre-construction Survey): A pre-construction survey for special status species shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities. If sensitive biological resources are present onsite, the biologist shall establish an appropriate buffer zone and label sensitive resources or areas of avoidance with flagging, fencing, or other easily visible means. If avoidance is not feasible, CDFW and/or USFWS shall be consulted to determine the best course of action.

BIO-3 (Operational Hours): Construction activities shall be limited to daylight hours to reduce potential impacts to special status bats that could be foraging onsite.

Implementation of mitigation measures **BIO-1**, **BIO-2** and **BIO-3** will ensure protection of any special status species and reduce potential impacts to a less than significant level. Nesting birds, protected by the California Fish and Game Code and the Migratory Bird Treaty Act will be granted additional protective measures, as discussed under Impact Assessment d, below.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Riparian habitat or other sensitive natural communities are nonexistent on the site or within the immediate vicinity.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site does not contain any wetlands or other jurisdictional waters, and will have no impact on any such waters. The APE soils consist of Hesperia fine sandy loam, Exeter loam and Hanford Sandy loam which are well-drained soils. These soils are lacking a clay component that would allow for the creation of vernal pools. There would be no impact.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact with Mitigation Incorporated. Wildlife movement corridors are routes that animals regularly and predictably follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, rivers and creeks supporting riparian vegetation. The APE does not contain features that would be likely to function as a wildlife movement corridor. There is the potential for nesting birds and bats to use existing trees and residential building with the APE and surrounding area. However, the APE is bordered by urban development and located in a region often disturbed by intensive agricultural cultivation practices and human disturbance which would typically discourage dispersal and migration.

Although trees, shrubs, and herbaceous cover are absent from a majority of the APE, some disturbance-tolerant avian species may find suitable nesting habitat within the APE, especially in the trees around the two residents located in the very northwest corner of the APE and on the southwest corner of the fallowed portion. Birds nesting onsite could be killed or injured by Project activities, and construction could disturb birds nesting adjacent to work areas, resulting in nest abandonment. In order to protect nesting birds, the Project will implement mitigation measures **BIO-4**, **BIO-5**, and **BIO-6**, listed below.

Nesting bird season is generally accepted as February 1 through August 31; however, Swainson's Hawk nesting season is generally accepted as March 1 through September 15. For simplicity, these timeframes have been combined.

BIO-4 (Avoidance): The Project's construction activities shall occur, if feasible, between September 16 and January 31 (outside of nesting bird season) in an effort to avoid impacts to nesting birds.

BIO-5 (Pre-construction Nesting Bird Survey): If activities must occur within nesting bird season (February 1 to September 15), a qualified biologist shall conduct a presence/absence nesting bird survey within 10 days prior to the start of construction. The survey will include the proposed work area, including a 50-foot buffer zone and include a 0.5 mile visual inspection of the surrounding lands for Swainson's Hawk nests. If no active nests are observed, no further mitigation is required. Active nests are generally defined by the presence of eggs or young; however, raptor nests are considered "active" upon the nest-building stage.

BIO-6 (Establish Buffers): On discovery of any active nests near work areas, the biologist shall determine appropriate construction setback distances based on applicable CDFW and/or USFWS guidelines and/or the biology of the species in question. Construction buffers will be identified with flagging, fencing, or other easily visible means, and shall be maintained until the biologist has determined that the nestlings have fledged.

Implementation of mitigation measures **BIO-4** through **BIO-6** will ensure protection of nesting birds and reduce potential impacts to a less than significant level.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City does not currently have an adopted ordinance related to tree preservation. The Project would not conflict with any potential local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances and considering these as valuable resources that are worthy of conservation efforts. There would be no impacts to any local policies or ordinances protecting biological resources.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan is in effect for the area of the Project. There would be no impact.

3.6 Cultural Resources

Table 3-10. Cultural Resources Impacts

Cultural Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.6.1 Environmental Setting and Baseline Conditions

Cultural resources can refer to prehistoric and historic archaeological sites, architectural properties like buildings, bridges, and other various infrastructure, and locations significant to Native Americans. Fresno County is an archaeologically and culturally significant area and has one of the densest Native American populations in North America. Archaeological sites associated with the Santa Rosa Rancheria Tachi Yokut Tribe exists throughout the County, particularly adjacent to existing and former natural waterways and food sources. Many Yokut sites have been located, and the potential for remaining undiscovered sites within the County is high.

The Project site is located on the east side of South Armstrong Avenue, between East Adams and East Hogan Avenues in the City of Fowler in Fresno County. The Project intends to subdivide approximately 29 acres, located on the east side of South Armstrong Avenue, for the creation of 74 single family residential lots.

3.6.1.1 Records Search

On July 6, 2021, Provost & Pritchard Consulting Group received results from a records search from the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) at California State University, Bakersfield. The California Office of Historic Preservation (OHP) contracts with the CHRIS’s regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP’s regulatory authority under federal and state law (Appendix C).

The records search encompassed the 29-acres of the Project site plus all land within a half-mile radius of the Project site. SSJVIC staff examined site records files, maps, and other materials to identify previously recorded resources and prior surveys with the delineated area (Appendix C).

3.6.1.2 Native American Outreach

On July 13, 2016, the City received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe pursuant to PRC § 21080.3.1 officially requesting notification of Projects within the Santa Rosa Rancheria’s geographic area of

traditional and cultural affiliation. On June 21, 2021, the City sent the Yokut Tribe a formal Notification of a Decision to Undertake a Project, and Notification of Consultation Opportunity, including a project description. In accordance with the law, the letter provided 30 days from receipt of the letter to request consultation in writing. No request for consultation was made for the Project and less than significant impacts to tribal resources are expected.

3.6.2 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation Incorporated. A cultural resources records search of the Project location was requested to determine whether cultural resources are present within the Project area (see Appendix C). A CHRIS search results letter was received and according to the search, there are no recorded resources within the Project area, and it is not known if any exist there. There are two recorded resources within the one-half mile radius, P-10-002864 and P-10-004423. These resources are an historic era trash scatter and an historic era park, respectively. There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

It is unlikely that the Project has the potential to result in significant impacts or adverse effects to cultural or historical resources, such as archaeological remains, artifacts or historic properties. However, in the event that cultural resources are encountered during Project construction, implementation of mitigation measure **CUL-1**, outlined below, would reduce impacts to less than significant.

Mitigation Measure CUL-1: If, during construction, cultural resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. There is no evidence or record that the Project has the potential to be an unknown burial site or the site of buried human remains. In the unlikely event of such a discovery, mitigation shall be implemented. With incorporation of mitigation measure **CUL-2**, outlined below, impacts resulting from the discovery of remains interred on the Project site would be less than significant.

Mitigation Measures CUL-2: In the event human remains are encountered during construction activities, all work within the vicinity of the remains shall halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines, and the Fresno County coroner's office would be contacted.

3.7 Energy

Table 3-11. Energy Impacts

Energy Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Environmental Setting and Baseline Conditions

PG&E has sufficient energy supplies to serve the growth that has occurred in Fresno County. Much of the energy consumed in the region is for residential, commercial, and transportation purposes. Much of the Project site is currently being used for agriculture, while the southern portion is vacant.

3.7.2 Impact Assessment

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. For heavy-duty construction equipment, horsepower and load factor were assumed using default data from the CalEEMod model. Fuel use associated with construction vehicle trips generated by the Project was also estimated; trips include construction worker trips, haul trucks trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the Project was based on (1) the projected number of trips the Project would generate (CalEEMod default values), (2) default average trip distance by land use in CalEEMod, and (3) fuel efficiencies estimated in the CARB 2017 Emissions Factors model (EMFAC2017) mobile source emission model.

Construction is estimated to consume a total of 99,178.75 gallons of diesel fuel and 19,533.25 gallons of gasoline fuel.³ California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2), Idling, limits idling times of construction vehicles to no more than five (5) minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to the duration of Project construction.

The development's anticipated annual energy consumption is approximately 590,073 kilowatt-hours and 17,792 therms of natural gas.⁴ Energy consumption of residential uses is currently governed by the 2019 California Building Code, Part 6 for the structure itself, and Title 20 of the California Code of Regulations for appliances. Energy consumption is anticipated to decrease over time as more energy efficient standards take effect and

³ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions.

⁴ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions.

energy-consuming equipment reaches its end-of-life and necessitates replacement. Therefore, impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. State and local authorities regulate energy use and consumption. These regulations at the State level intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, AB 1493 – Light-Duty Vehicle Standards; California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards; and California Code of Regulations Title 24, Parts 6 and 11 – California Energy Code and Green Building Standards. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.8 Geology and Soils

Table 3-12. Geology and Soils Impacts

Geology and Soils Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting and Baseline Conditions

3.8.1.1 Geology and Soils

The Project is located in the City of Fowler in central Fresno County, in the southern section of California’s Great Valley Geomorphic Province, or Central Valley. The Sacramento Valley makes up the northern third and the San Joaquin Valley makes up the southern two-thirds of the geomorphic province. Both valleys are watered by large rivers flowing west from the Sierra Nevada Range, with smaller tributaries flowing east from the Coast Ranges. Most of the surface of the Great Valley is covered by Quaternary (present day to 1.6 million years ago) alluvium. The sedimentary formations are steeply upturned along the western margin due to the uplifted Sierra

Nevada Range.⁵ From the time the Valley first began to form, sediments derived from erosion of igneous and metamorphic rocks and consolidated marine sediments in the surrounding mountains have been transported into the Valley by streams.

3.8.1.2 Faults and Seismicity

The Project is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the City. The nearest major fault is the San Andreas Fault, located approximately 65 miles southwest of the Project site. The San Andreas fault is the dominant active tectonic feature of the Coast Ranges and represents the boundary of the North American and Pacific plates. The Nunez Fault is approximately 51 miles southwest and the Poso Fault is approximately 51 miles south.

3.8.1.3 Liquefaction

The potential for liquefaction, which is the loss of soil strength due to seismic forces, is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Soil types along the Valley floor are not generally conducive to liquefaction because they are generally too coarse. Furthermore, the average depth to groundwater within the City is approximately 85 to 95 feet which also minimizes liquefaction potential.

Using the USDA NRCS soil survey of Fresno County (Appendix D), an analysis of the soils onsite was performed. Soils in the area consist of Hanford sandy loam (14.5%), Hesperia fine sandy loam (80%), and Exeter loam (5.5%).⁶

3.8.1.4 Soil Subsidence

Subsidence occurs when a large land area settles due to over-saturation or extensive withdrawal of groundwater, oil, or natural gas. These areas are typically composed of open-textured soils, high in silt or clay content, that become saturated. Although some areas in Fresno County have experienced subsidence due to groundwater overdraft, the City's elevation has remained relatively unchanged.

Soils of the Project site consist of Hanford sandy loam, Hesperia sandy loam, and Exeter loam, all of which are course-textured, low in clay content, and have a low shrink-swell potential. Therefore, soils onsite represent a low risk of subsidence.

3.8.1.5 Dam and Levee Failure

Hundreds of dams and reservoirs have been built in California for water supply, flood control, hydroelectric power, and recreational uses. The storage capacity of these dams varies across the State from large reservoirs with capacities exceeding millions of acre-feet (AF) to small reservoirs with capacities from hundreds to thousands of AF. Depending on the season, water from these reservoirs is released into the river system of the State and eventually reaches the Pacific Ocean. The Kings River, which flows approximately 9 miles east, is the primary river in the vicinity. The Kings River is impounded by a dam which forms the one million AF Pine Flat reservoir, approximately 23 miles northeast of the Project site. If Pine Flat dam were to fail, a large portion of Fresno County, including the City, would be inundated with water.

⁵ Harden, D.R. 1998, California Geology, Prentice Hall, 479 pages

⁶ USDA NRCS Soil Survey. Accessed June 18, 2021.

3.8.2 Impact Assessment

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

a-ii) Strong seismic ground shaking?

a-i and a-ii) Less than Significant Impact. The Project site is located in an area traditionally characterized by relatively low seismic activity. The site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). The nearest major fault is the San Andreas Fault, located approximately 65 miles southwest of the Project site. The Nunez Fault is approximately 51 miles southwest and the Poso Fault is approximately 51 miles south.

Although there are no known earthquake faults within the vicinity of the Project and strong ground shaking is unlikely, construction of the proposed residential structures would comply with the most recent seismic standards as set forth in the California Building Standards Code. Compliance with these standards would ensure potential impacts related to strong seismic ground shaking would be less than significant.

a-iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when loose, water-saturated sediments lose strength and fail during strong ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Using the USDA NRCS soil survey of Fresno County, an analysis of the soils onsite was performed. Soils in the area consist of Hanford sandy loam, Hesperia fine sandy loam, and Exeter loam, all of which are well-drained and course-textured, representing a low risk for liquefaction or seismic-related ground failure. In addition, the average depth to groundwater within the City is approximately 85 to 95 feet which further reduces potential for liquefaction. Furthermore, as mentioned above in Impact Assessments VI-a-i and VI-a-ii, strong seismic ground shaking is unlikely to occur. Any impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

a-iv) Landslides?

No Impact. Landslides usually occur in locations with steep slopes and unstable soils. The Project is located on the Valley floor where no major geologic landforms exist, and the topography is essentially flat and level. The nearest foothills are approximately 15 miles northeast. Therefore, the Project site has minimal-to-no landslide susceptibility, and there will be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Earthmoving activities associated with the Project would include excavation, trenching, grading, and construction over an area of approximately 29-acres. These activities could expose soils to erosion processes and the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to

restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). Since the Project site has relatively flat terrain with a low potential for soil erosion and would comply with the SWRCB requirements, the impact would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

c and d) Less than Significant Impact. Soils onsite consist of Hanford sandy loam, Hesperia fine sandy loam, and Exeter loam, all of which are well-drained, low in clay content, and coarse-textured. These soils have a low shrink-swell potential and a low plasticity index, and therefore, are not considered expansive soils. Furthermore, the aforementioned physical properties of these soils make subsidence, liquefaction, lateral spreading, or other ground failure unlikely. Any impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Septic installation or alternative wastewater disposal systems are not necessary for the Project. There will be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less than Significant Impact. No known paleontological resources exist within the Project area. The Project site would be a residential development lot that has been historically farmed. Previous discing and site grading activities onsite have not uncovered any paleontological resources. Construction activities associated with the proposed Project are not expected to be conducted significantly below grade, at a level where they would have the potential to disturb any previously unknown paleontological resources or geologic features. Impacts would be less than significant.

3.9 Greenhouse Gas Emissions

Table 3-13. Greenhouse Gas Emissions Impacts

Greenhouse Gas Emissions Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.9.1 Environmental Setting and Baseline Conditions

The Earth’s climate has been warming for the past century. Experts believe this warming trend is related to the release of certain gases into the atmosphere. Greenhouse gases (GHG) absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the Earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past 35 years, with 16 of the 17 warmest years on record occurring since 2001. Not only was 2016 the warmest year on record, but eight of the 12 months that make up the year—from January through September, with the exception of June—were the warmest on record for those respective months. October, November, and December of 2016 were the second warmest of those months on record—in all three cases, behind records set in 2015.⁷ Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. Commonly identified GHG emissions and sources include the following:

Carbon dioxide (CO₂) is an odorless, colorless natural greenhouse gas. CO₂ is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood.

Methane (CH₄) is a flammable greenhouse gas. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.

Nitrous oxide (N₂O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Water vapor is the most abundant, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.

Ozone (O₃) is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global in

⁷ NASA, NOAA Data Show 2016 Warmest Year on Record Globally. <https://www.nasa.gov/press-release/nasa-noaa-data-show-2016-warmest-year-on-record-globally>. January 18, 2017. Accessed 6/24/21.

nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will be in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO₂ to the global atmosphere during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO₂, CH₄, and N₂O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO₂e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Therefore, CH₄ is a much more potent GHG than CO₂.

An Air Quality and Greenhouse Gas Emissions Evaluation Report was prepared in September 2021, and is contained in Appendix A. The essential conclusions of this Report are as follows:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,
- b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG*

*Emission Impacts for New Projects*⁸, proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. Projects not complying with BPS would be considered less than significant if operational GHG emissions would be reduced or mitigated by a minimum of 29 percent, in comparison to business-as-usual (year 2004) conditions. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

3.9.1.1 Short-Term Construction-Generated Emissions

Short term construction related emissions were calculated using the CalEEmod Version 2020.4.0. emissions modeling software and was assumed to end in 2024. Other assumptions were made on the default parameters in the model. The modeling output can be found in Appendix A.

3.9.1.2 Long-Term Operational Emissions

Long-term operational related emissions were also calculated using the CalEEmod Version 2020.4.0. emissions modeling software and was assumed to start after construction finishes in 2024. Operational emissions are viewed on a per year basis. Some assumptions were made on the default parameters in the model. The modeling output can be found in Appendix A.

3.9.2 Impact Assessment

3.9.2.1 Thresholds of Significance

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in Table 3-14.

Table 3-14. Short-Term Construction-Generated GHG Emissions

Year	Emissions (MT CO ₂ e) ⁽¹⁾
AB 32 Consistency Threshold for Land-Use Development Projects*	1,100
AB 32 Consistency Threshold for Stationary Source Projects*	10,000
Maximum Estimated Annual Emissions	543.7347
Exceed Threshold?	No

1. Emissions were quantified using the CalEEmod, Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017.pdf?pla=en Accessed 6/25/21

Long-Term Operational Emissions

Estimated long-term operational emissions are summarized in Table 3-15.

⁸ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf> Accessed 6/25/21

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Table 3-15. Long-Term Operational GHG Emissions

	Emissions (MT CO _{2e}) ⁽¹⁾
<i>AB 32 Consistency Threshold for Land-Use Development Projects*</i>	1,100
<i>AB 32 Consistency Threshold for Stationary Source Projects*</i>	10,000
<i>Maximum Estimated Annual Emissions</i>	913
<i>Exceed Threshold?</i>	No

1. Emissions were quantified using the CalEEMod, Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en Accessed 6/25/21.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

a-b) Less than Significant Impact. The Project would not result in long term operational emissions that would exceed the SJVAPCD thresholds of 1,100 MT CO_{2e} annually. The Project is estimated to emit 913 MT CO_{2e} annually. Therefore, impacts would be less than significant.

3.10 Hazards and Hazardous Materials

Table 3-16. Hazards and Hazardous Materials Impacts

Hazards and Hazardous Materials Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting and Baseline Conditions

3.10.1.1 Hazardous Materials

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code (GC) Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data (DTSC, 2010). In addition to the EnviroStor database, the State Water Resources Control Board (SWRCB) Geotracker database provides information on regulated hazardous waste facilities in California, including underground storage tank (UST) cases and non-UST cleanup programs, including Spills-

Leaks-Investigations-Cleanups (SLIC) sites, Department of Defense (DOD) sites, and Land Disposal program. A search of the DTSC EnviroStor database and the SWRCB Geotracker performed on July 1, 2021 determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site or immediate surrounding vicinity.

3.10.1.2 Airports

The Fresno Yosemite International Airport is located approximately 9 miles north-northwest, the Selma Municipal Airport is located approximately 3.5 miles south-southwest, and a private airstrip is located approximately 3.6 miles southeast of the Project.

3.10.1.3 Emergency Response Plan

The Fresno County Office of Emergency Services coordinates the development and maintenance of the Fresno County Operational area Master Plan.

3.10.1.4 Sensitive Receptors

The Project site is immediately north of Fowler High School and east of Marshall Elementary School.

3.10.2 Impact Assessment

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

a-c) Less than Significant Impact. At its nearest point, the Project area is located approximately 160 feet east of Marshall Elementary School and 1,100 feet north of Fowler High School. Construction of the Project will involve the use of hazardous materials associated with construction equipment, such as diesel fuel, lubricants, and solvents. However, the contractor will implement a Stormwater Pollution Prevention Plan (SWPPP) and will comply with all Cal/OSHA regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances onsite. Furthermore, any potential accidental hazardous materials spills during construction are the responsibility of the contractor to remediate in accordance with industry best management practices and State and county regulations. The operational phase of the Project will not involve the use or transport of hazardous materials. Impacts will be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. A search of the DTSC EnviroStor database and the SWRCB Geotracker determined that there are no known active hazardous waste generators or known hazardous material spill sites within the Project site. There will be no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project is not located within an airport land use plan or within two miles of an airport. The Fresno Yosemite International Airport is located approximately nine miles north-northwest, the Selma Municipal Airport is located approximately 3.5 miles south-southwest, and a private airstrip is located approximately 3.6 miles southeast of the Project. Construction and implementation of the Project would not be a safety hazard for people working in the area. There would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project includes the construction of a residential subdivision on a parcel northeast of the intersection of Adams Avenue and Armstrong Avenue. Construction traffic associated with the Project would be minimal and temporary, construction would take place over approximately 2.5 years. Operational traffic will consist of vehicle trips associated with residential development. Temporary road closures, detours, or lane diversions may be necessary for connection of utilities and development of residential streets during construction. Disturbances to traffic patterns, such as a potential lane diversion will be temporary and minimal in nature, as there will be alternate routes available. Therefore, Project-related impacts to emergency evacuation routes or emergency response routes on local roadways would be considered less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The nearest wildland area, which has a moderate fire risk, according to Cal Fire⁹ is located approximately 15 miles northeast of the Project site. Given the absence of wildlands in the vicinity, implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. There would be no impact.

⁹ Cal Fire. Fresno County FHSZ Map. http://www.fire.ca.gov/fire_prevention/fhsz_maps_fresno Accessed 17 December 2018.

3.11 Hydrology and Water Quality

Table 3-17. Hydrology and Water Quality Impacts

Hydrology and Water Quality Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Environmental Setting and Baseline Conditions

The City is located within the Kennedy Pond watershed; Hydrologic Unit Code (HUC): 180300090206. The San Joaquin River and the Kings River are the two principal drainages within the San Joaquin Valley, and Fowler is generally located approximately 18 miles south of the San Joaquin River and nine miles west of the Kings River.

The City lies entirely within the Kings Groundwater Subbasin of the San Joaquin Valley Groundwater Basin.¹⁰ Due to groundwater overdraft and contamination from agricultural chemicals, provision of reliable sources of groundwater in both quantity and quality have been a challenge throughout most of the Central Valley.

¹⁰ DWR Bulletin 118 Groundwater Basin Boundary Assessment Tool. <https://gls.water.ca.gov/app/bbat/> Accessed 25 June 2021.

Water supply is produced from six groundwater wells located throughout the City and distribution is provided by the Water Division of the City's Public Works Department through a system in which pumps deliver water from beneath the ground to a network of watermains, pipelines and laterals which distribute water to residents and businesses. Municipal water is tested monthly to ensure quality. According to the Annual Water Quality Report (2017), the average depth to groundwater is 85 to 95 feet, and the existing wells produce drinking water of good quality that does not require treatment.

In 2014, the City entered into an agreement with Consolidated Irrigation District (CID) to fund groundwater recharge programs in order to sustain the groundwater aquifer the City is reliant upon. CID provides water from the Kings River for groundwater recharge and irrigation to over 6,000 growers within its 144,000-acre service area, which includes the vicinity surrounding the City.

The Project site is approximately 3,000 feet from the nearest 100-year floodplain (Figure 3-2).

3.11.2 Impact Assessment

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Surface runoff from the subdivision would be accommodated by a new retention basin maintained by the property owner on the northeast section of the subdivision, as well as an existing retention basin that abuts the northeastern section of the property. A SWPPP would be completed prior to construction of the subdivision. Therefore, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. Potable water is pumped from the Kings River Basin underground aquifer through wells operated by the City. According to the Fowler Public Works Director, maximum production of all seven existing wells is 10.1 million gallons per day (mgd). In 2015, the City had 6,000 residents and pumped an average of 310 gallons per day/per person for all municipal uses, or about 2.0 mgd. That leaves 8.0 mgd remaining well capacity. As a result, adequate groundwater resources are available to meet the long term water demand of the City to the year 2035 and beyond with available underground water supplies; no surface water would need to be imported.

The proposed 74-lot subdivision would be expected to use approximately 104,780 gallons of water per day under normal operation, including domestic and landscape irrigation. This equates to approximately 117.37 acre feet per year. Although the Project would utilize groundwater for domestic purposes, the amount of water use is not considered significant and would not significantly lower the groundwater table of the aquifer or interfere substantially with the recharge of the underground aquifer.

The City plans on providing additional well capacity as needed so that there is never an insufficiency of water supply in any given area of the City with respect to meeting maximum day demands or fire flow. The proposed project would pay its fair share of installation of improvements and pay all development fees related to water service. Therefore, impacts would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

c-i) result in substantial erosion or siltation on- or off-site;

c-ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

c-iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

c-iv) impede or redirect flood flows?

c-i-iv) Less than Significant Impact. The Project would result in some soil erosion and the loss of topsoil due to Project related construction activities. The drainage pattern of the new subdivision would be altered to flow to the proposed and existing stormwater basins at the northeast of the Project site. The construction of a new stormwater basin within the subdivision would provide for increased runoff capacity for the site and surrounding areas. Through the completion of a SWPPP and the implementation of the applicable best management practices, any potential impacts from the altering of drainage patterns would be limited to less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?

Less than Significant Impact. There are no streams or rivers onsite or in the immediate vicinity of the Project. The proposed stormwater basin has been designed to adequately attenuate peak stormwater runoff discharge, and a site-specific grading plan has been prepared indicating that no drainage shall be onto adjacent properties. In order to minimize erosion and run-off during construction activities, a SWPPP would be implemented, and the contractor would comply with all Cal/OSHA regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances onsite. There is no potential for inundation by seiche, tsunami, or mudflow. Any impacts would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project would not conflict with or obstruct implementation of any water quality control plan or sustainable groundwater management plan. The Project would be within the boundary of the Central Kings Groundwater Sustainability Agency and would follow the policies of the Central Kings Groundwater Sustainability Plan. Therefore, Impacts would be less than significant.



Figure 3-2 FEMA Flood Map

3.12 Land Use and Planning

Table 3-18. Land Use and Planning Impacts

Land Use and Planning Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Environmental Setting and Baseline Conditions

The Project site is located in the County of Fresno within the City’s sphere of influence. The City of Fowler 2025 General Plan Update land use diagram designates the Project site as Low Density Residential. The Project is identified within the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District. Lands adjacent to the site are newly developed Single Family Residential to the east and north, undeveloped agriculture land that is planned and zoned as Low Density Residential to the north, an under-construction Low Density Residential subdivision to the south, and agricultural land developed with one single family residence that is planned and zoned as Medium Density Residential to the west. General Plan land use designations and Zone Districts of the Project site and surrounding areas are illustrated in Figure 2-5 and Figure 2-6.

3.12.2 Impact Assessment

a) Would the project physically divide an established community?

No Impact. The Project involves the development of residential homes adjacent to an existing residential subdivision in northeast Fowler. The Project area is classified by the City’s General Plan as Low Density Residential and the County of Fresno’s Zoning Ordinance as AE-20. The Project will also require annexation to the City and a rezone to the R-1-10 Zone District. The Project will create an extension of existing residential housing in a manner that would encourage unification and expansion of an established community. The site of the proposed subdivision is currently an agricultural field between existing residential housing. Development of the site into residential housing would reduce commuter obstacles by creating an extension of roads and sidewalks. Implementation of the Project would provide additional housing and an expansion of services, including pedestrian access to the nearby public schools. Therefore, the Project would not physically divide an established community.

b) Would the project cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project proposes to construct 74 single family low density residential units within the approximately 29-acre Project area. As illustrated in Figure 2-5 and Figure 2-6, the City of Fowler 2025 General Plan Update land use diagram designates the Project site as Low Density Residential, and the County of Fresno Zoning Ordinance designates the Project site as AE-20. The Project proposes to annex the site into the City and rezone the site into the R-1-10 (Single Family Low Density Residential) Zone District. According to the City of Fowler 2025 General Plan Update, the proposed Zone District of R-1-10 is compatible with the

existing land use designation of Low Density Residential. Therefore, the Project would not cause a significant environmental conflict with any land use plan, policy, or regulation. There would be no impact.

3.13 Mineral Resources

Table 3-16. Mineral Resources Impacts

Mineral Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting and Baseline Conditions

The Project is located in the City within central Fresno County, in the southern section of California’s Great Valley Geomorphic Province, or Central Valley. Historically, Fresno County has been a leading producer of a variety of minerals including aggregate, fossil fuels, metals, and other materials used in construction and/or industrial processes. Currently, aggregate and petroleum are the County’s most significant mineral resources. The Coalinga area, in western Fresno County, has been a valuable region for mineral resources as a top producer of commercial asbestos and home to extensive oil recovery operations.¹¹

The City is located within the Fresno production-consumption (PC) region, which includes parts of Madera and Fresno Counties. The California Geological Survey (CGS), previously known as California Department of Conservation Division of Mines and Geology (DMG), has analyzed this region for the presence of aggregate resources in a 1988 mineral land classification report¹² and a subsequent 1999 update.¹³ In each of these reports CGS has classified the Fresno PC region according to the presence or absence of significant aggregate deposits. The land classification is presented in the form of Mineral Resource Zones (MRZs). MRZ-1 represents areas where information indicates that there are no significant aggregate deposits. MRZ-2 represents areas where adequate information indicates that significant aggregate deposits are present or where it is judged that a high likelihood exists for their presence. MRZ-3 represents areas containing mineral deposits the significance of which cannot be evaluated from available data. In both CGS reports, the Fowler area is classified as MRZ-3. All areas known to contain significant aggregate deposits within the Fresno PC region are located along the Kings River floodplain and along the San Joaquin River.

There are no known current or historic mineral resource extraction or recovery operations in the Project vicinity nor are there any known significant mineral resources onsite.

¹¹ Fresno County General Plan. Background Report. <https://www.co.fresno.ca.us/home/showdocument?id=8398> Accessed 18 December 2018.

¹² Special Report 158. Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region. 1988. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> Accessed 18 December 2018.

¹³ Open File Report 99-02. Update of Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region, California. 1999. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> Accessed 18 December 2018.

3.13.2 Impact Assessment

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a-b) No Impact. According to the CGS's Aggregate Sustainability Map,¹⁴ the Project is not within the vicinity of a site being used for aggregate production. The nearest aggregate production site is the Carmelita Mine located within the Kings River floodplain, approximately 13 miles northeast of the Project. In addition, California's Division of Oil, Gas and Geothermal Resources has no record of active or inactive oil or gas wells or petroleum resources on the Project site or in the vicinity.¹⁵ The Project lies within a large region that has been classified by CGS as MRZ-3, representing an area containing mineral deposits the significance of which cannot be evaluated from available data. However, there are no known current or historic mineral resource extraction or recovery operations in the Project vicinity nor are there any known significant mineral resources onsite. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource since no known mineral resources occur in this area. Furthermore, the Project area has not been designated as a locally important mineral resource recovery site by a general plan, specific plan, or land use plan. There would be no impact.

¹⁴ Map Sheet 52. CGS. Aggregate Sustainability

Map https://www.conservation.ca.gov/cgs/Documents/Publications/MS_52_California_Aggregates_Map_201807.pdf Accessed 28 January 2019.

¹⁵ DOGGR Map of Oil and Gas Wells <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-119.67834/36.62998/14> Accessed 1 July 2021.

3.14 Noise

Table 3-19. Noise Impacts

Noise Impacts				
Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Environmental Setting and Baseline Conditions

Typical noise sources in the Project’s vicinity include vehicular traffic, agricultural equipment, school bells and announcement systems, and intermittent railway traffic. The Project is located northeast of the Adams Avenue and Armstrong Avenue intersection. Both of these streets are classified as Collector Streets, but Adams Avenue is also a truck route designated for heavy commercial and industrial traffic. The Project lies approximately one mile east of State Route 99 and approximately 0.75 miles east of the Union Pacific train tracks, which would produce moderate noise from railway traffic intermittently throughout each day. The City of Fowler Police Station and Fire Department are both located within 0.5 mile of the Project site. Both of these facilities would be expected to produce intermittent noises from sirens during emergency call response. There is a public school near the Project to the west. Schools would be expected to produce intermittent noise from notification bells, alarms, announcement systems, and increased vehicular traffic, including school bus transportation systems.

City of Fowler 2025 General Plan Update: The Land Use Element and the Circulation Element of The City of Fowler 2025 General Plan Update contains the following goals and policies that relate to noise and which have potential relevance to the Project’s CEQA review:

- Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent equipment noise from exceeding 55 dBA measured at the nearest residential property line.
- Adopt zoning ordinance amendments providing for such measures as increased yard spaces, masonry wall development, dust and noise control, and other performance standards for light or heavy industrial uses deemed hazardous or detrimental to public safety or adjacent land uses, especially those businesses processed as conditional uses.
- Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

- Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.
- Protect City residents from transportation generated noise. Increased setbacks, walls, landscaped berms, other sound-absorbing barriers, or a combination thereof shall be provided along major roadways where appropriate in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators, such as commercial or industrial activities shall use these techniques to mitigate exterior noise levels.

City of Fowler General Plan (1976): The City of Fowler General Plan (1976) contains the following policies for the control of noise within the Environmental Resources Management Element:

- Adopt and enforce a noise ordinance which defines maximum allowable noise levels within residential, commercial and industrial areas and provides adequate means of enforcing these levels.
- In order to maintain an acceptable noise environment, the following maximum acceptable noise levels will be used as guidelines for various land use classifications:

	Exterior	Interior
Urban Residential and Noise Sensitive Receptors	60 dBA	45 dBA
Urban Commercial	-----	-----
Urban Industrial	-----	-----

- Within noise impact zones (areas subject to an Ldn greater than 60 dBA) the city will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:
 - Setbacks, berms, and barriers
 - Acoustical design of structures
 - Location of structures on the property
- The design of all proposed development shall incorporate elements necessary to minimize adverse noise impacts on surrounding land uses and mitigate impacts existing noise levels might have upon proposed development.

City of Fowler Noise Ordinance: In addition to General Plan requirements, the City has established a Noise Ordinance in its municipal code. Noise ordinances establish limits for which penalties or enforcement action may be taken. Therefore, a noise ordinance generally must not be exceeded; whereas, General Plan limits are to be taken into consideration during the development of a project and may or may not be strictly applied, depending on the particular circumstances of the project. In preparing the noise element, a city or county must identify local noise sources and analyze and quantify, to the extent practicable, current and projected noise levels for various sources, including highways and freeways; passenger and freight railroad operations; ground rapid transit systems; commercial, general, and military aviation and airport operations; and other ground stationary noise sources.

The Project is subject to the City of Fowler Noise Ordinance, which is covered in Chapter 21, Article 6 of the municipal code. It prohibits continued loud noise or noise which disturbs others by placing time constraints on noise producing activities and volume limits on noise amplification devices. Specifically, construction and operation of machinery is prohibited within the hours of 8:00 p.m. and 7:00 a.m. Furthermore, noise level standards by receiving land use category have been established by the City of Fowler Municipal Code, as illustrated in Table 3-20, below.

Table 3-20. Noise Level Standards

Receiving Land Use Category	Time Period	Noise Level (dBA)
Residential	10:00 p.m.—7:00 a.m.	50
	7:00 a.m.—10:00 p.m.	60
Public Uses *	10:00 p.m.—7:00 a.m.	55
	7:00 a.m.—10:00 p.m.	60
Commercial	10:00 p.m.—7:00 a.m.	60
	7:00 a.m.—10:00 p.m.	65
Industrial	Any time	70

* Public uses include schools, libraries, hospitals, churches, and parks.

3.14.2 Impact Assessment

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The Project involves the development of a residential subdivision in northeast Fowler. The site is located in area that acts as a transition between urban development and rural agriculture in Fowler. The City of Fowler General Plan and the City of Fowler municipal code establishes a range of 50 dBA to 60 dBA as the normally acceptable exterior noise criteria for urban residential and noise sensitive receptors or public uses.

Activities associated with construction could result in temporary elevated noise levels, with maximum construction noise levels ranging between 74 dBA to 89 dBA at 50 feet distance. The construction noise is anticipated to be within acceptable standards. Typical construction equipment would include backhoes, tractors, air compressors, scrapers, pavers, concrete mixers, and numerous other miscellaneous tools and equipment. Construction of the Project would result in temporary increased noise levels in the immediate vicinity.

As illustrated in Table 3-21 below, typical construction noise levels could range between 74 to 89 dBA at a distance of 50 feet from the source, according to the EPA and the FTA.¹⁶ Implementation of feasible noise control measures, such as the installation of mufflers or engine casing, would result in noise reduction of 5-10 dBA per source.

¹⁶ FTA Construction Equipment Noise Emission Levels.
https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm Accessed 28 January 2019.

Table 3-21. Typical Construction Noise Levels*

Equipment	Typical Noise Level (dBA) 50 feet from Source
Roller	74
Concrete Vibrator, Pump, Saw	76
Backhoe	80
Generator, Air Compressor	81
Compactor, concrete pump	82
Crane, Mobile	83
Dozer, Grader, Loader, Concrete Mixer, Impact Wrench, Pneumatic Tool	85
Truck, Jack Hammer	88
Paver, Scraper	89

*Source: FTA Construction Equipment Noise Emission Levels.

https://www.fmv.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm Accessed 28 January 2019.

The majority of residents in newly urbanized areas recognize the reality of occasional construction activities and expect to hear construction noise on a temporary basis. Furthermore, the community of Fowler is surrounded by agriculture and most residents in rural areas understand and expect equipment-generated noise on occasion. Project construction activities would be required to operate within the regulations included in the City’s Municipal Code and General Plan. All construction activities would be limited to daytime hours and would be temporary in nature. Therefore, construction-related noise impacts are anticipated to be less than significant.

Typical noise sources in the Project’s vicinity include vehicular traffic, agricultural equipment, school bells and announcement systems, intermittent railway traffic, and intermittent police and fire emergency response sirens. The Project is located approximately one mile east of State Route 99 and approximately 0.75 miles east of the Union Pacific train tracks. There are no stationary sources of excessive noise in the Project’s vicinity. Implementation of the Project, which includes development of a residential subdivision, would be consistent with surrounding uses and would not expose the inhabitants to excessive noise levels. Therefore, all impacts related to noise levels would be less than significant.

b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?
Less than Significant Impact. During grading and site preparation there is potential for construction equipment to generate groundborne vibration or groundborne noise levels that could affect property owners adjacent to the Project site. There are 19 single-family units located along Aretha Avenue and Jonna Avenue which share a rear property line with the proposed development. People residing in these homes could potentially be impacted by groundborne noise or vibration during construction activities. However, construction activities will be short-term, temporary in nature, and limited to daytime hours. Furthermore, the Project site is currently in agricultural production which typically involves ground-disturbing activities on a regular basis, such as trenching for irrigation or discing of soil. Therefore, construction activities, such as intermittent grading and excavating, would not be considered a substantial variance from routine existing conditions. Habitation of the residential units will not result in the production of long-term groundborne noise or vibration levels, and the inhabitants of the proposed subdivision would not be exposed to excessive groundborne vibration or groundborne noise levels since there are no known stationary sources in the vicinity. Any impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project site is not located within an airport land use plan or within two miles of a public use airport. There are no private airstrips in the Project vicinity. There would be no impact.

3.15 Population and Housing

Table 3-22. Population and Housing Impacts

Population and Housing Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.15.1 Environmental Setting and Baseline Conditions

The City has grown at a slower rate than surrounding cities over the past decade and is expected to maintain a 2-3% growth rate over the planning period. This would be consistent with overall Fresno County growth. Policies in the Land Use Element are intended to monitor population growth rates and allow the community to adjust the approach to growth based on the availability of services and other quality of life issues. At a 2% growth rate, the population of the City would increase from 4,100 in 2004 to approximately 6,100 in 2025. At 3%, the population would increase to 7,200, or an average annual increase of 180 residents per year.¹⁷

According to 2010 U.S. Census data, the City’s population was 5,570 with an estimated percent change from 2010 to 2019 of 20.1%. As of 2015-2019, there was an average of 2,075 households with an average 3.12 persons per house.¹⁸

3.15.2 Impact Assessment

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. Implementation of the project would result in the introduction of 74 lot single-family residential subdivision on approximately 29 acres of undeveloped land historically used for agriculture. The Project will build new local streets which will connect to existing collector streets, build new homes, and connect to the City’s public utility infrastructure. The residential density that will be introduced to northeastern Fowler will be 74 units. The Project is consistent with the City of Fowler 2025 General Plan Update and the City of Fowler Municipal Code. The Project site is zoned for low-density residential use in anticipation of a subdivision, resulting in an expansion of existing urban neighborhood. Therefore, the Project will have less than significant impact.

¹⁷ City of Fowler 2025 General Plan Update. http://www.fowlercity.org/city_departments/general_plan/Fowler_General_Plan.pdf Accessed 25 June 2018.

¹⁸ U.S. Census Data. <https://www.census.gov/quickfacts/fact/table/fowlercitycalifornia/PST045217> Accessed 23 June 2020.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The Project site is located on approximately 29 acres of land historically used for agriculture. There are two existing homes on the property. Although the Project would remove these homes, the displacement of two households would not result in the need for construction of replacement housing elsewhere, as the Project proposes to build dwelling units on-site. Furthermore, two households does not result in a substantial number of persons or housing. There will be a less than significant impact.

3.16 Public Services

Table 3-23. Public Services Impacts

Public Services Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 Environmental Setting and Baseline Conditions

Fire Protection: The Fowler Fire Department, located 0.9 miles southeast of the Project, is comprised of community volunteers that provide fire suppression and prevention, emergency and non-emergency medical services. The local Fire Department receives assistance from the California Department of Forestry and Fresno County Fire Protection District, which operates Station #82 located 4.8 miles northeast of the Project site.

Police Protection: The Fowler Police Department, located 0.8 miles southwest of the Project site, provides 24-hour policing services within the city limits.

Schools: The Fowler Unified School District (FUSD) includes three elementary schools, one middle school, one high school, and Fowler Academy Continuation School, which is comprised of grades 7 through 12. Marshall Elementary School and Casa Blanca Continuation High School are directly adjacent to the Project site. Fremont Elementary School, Sutter Middle School, and Fowler High School are all located within one mile of the Project site.

According to the California Department of Education’s Enrollment Report, total enrollment for Fowler Unified School District in 2020-21 was 2,582 students, a slight decrease from 2,589 in 2019-2020.¹⁹

Parks: The City has four designated City Parks, three of them within an approximate one-mile radius of the Project. Panzak Park, the most visually appealing park with mature vegetation and trees, covers an area of

¹⁹California Department of Education Enrollment Reports. <https://dq.cde.ca.gov/dataquest/page2.asp?level=District&subject=Enrollment&submit1=Submit> Accessed 23 June 2021.

approximately 2.5 acres, located 0.5 mile southwest of the Project site. Panzak Park is an area of open space used for recreation, surrounded by medium- and high-density residential dwellings. Amenities include a covered picnic area, large shade trees, playground equipment, and tennis courts. Covered portions of the park are available for a nominal fee to rent for gatherings, while the remainder of the park is open to all on a first-come first-serve basis.

Donny Wright Park, the newest and largest park in the City, is located at 630 West Fresno Street in an area surrounded by low- to medium- density residential housing. The park covers an area of approximately 6 acres and includes an expanse of irrigated lawn and trails for recreation. Donny Wright Park is located across State Route 99, about 1.6 miles southwest of the Project site.

Margaret Cowings Park is an approximate 0.05-acre pocket park comprised of irrigated lawn and shade trees on the corner of Merced Street and Sixth Street in downtown Fowler amidst the Community Commercial District. Also considered a City Park, the Fowler Veteran's Monument, covers an area of approximately 0.10 acres and includes benches on paved surfaces, a scenic fountain, several flag poles, ornamental hedges, and rose gardens. The Fowler Veteran's Monument is located approximately 0.4 mile southwest of the Project site at the intersection of Merced Street and First Street in an area zoned for medium-density residential housing. There are no State or regional parks within the planning area.

Senior Center: The City operates the Edwin Blayney Senior Center, which offers a meeting place and specialized recreation opportunities for senior citizens. The Edwin Blayney Senior Center is located at 108 North Third Street, approximately 0.6 mile southwest of the Project site.

Library: The Fowler branch of the Fresno County Public Library is located 1.1 mile southwest of the Project site.

3.16.2 Impact Assessment

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Less than Significant Impact. The Project would not result in physical changes that would require new or physically altered governmental facilities or create a need for new or physically altered governmental facilities. The Project would have a less than significant impact on service ratios, response times or other performance objectives for Public Services as described below:

Fire Protection: The Project is within the service area of the Fowler Fire Department, which is composed of community volunteers. The local Fire Department receives assistance from the California Department of Forestry and Fresno County Fire Protection District, which operates Station #82 located 4.8 miles northeast of the Project site. The City recently constructed a new Fire Department headquarters, on Main Street between 5th and 6th Streets. The existing volunteer Fire Department has proven to be adequate for the City in the past and the Project, which proposes 74 new single-family residential homes, would not add appreciably to the burden of the volunteer operation. Although the Project proposes new local streets within the residential subdivision, construction will comply with all emergency access laws determined by federal, State, and local regulations, including the City of Fowler General Plan. The proposed street layouts within the subdivision and all right-of-way improvements along major street frontages will be constructed to provide adequate emergency access without diminishing response times. Impact would be less than significant.

Police Protection: The City of Fowler Police Department provides police protection services to the Project area. The Project will not result in a need for new or physically altered facilities related to police protection. The potential population increase created by 74 new single-family residences is not considered significant when compared to the City's population, and it should not require a new or modified facilities to service the Project site. The fire station is located approximately 0.8 miles southwest of the project area. The estimated response time will be similar to adjacent residential subdivisions. Although the Project proposes new local streets within the residential subdivision, construction will comply with all emergency access laws determined by federal, State, and local regulations, including the City of Fowler General Plan. The proposed street layouts within the subdivision and all right-of-way improvements along major street frontages will be constructed to provide adequate emergency access without diminishing response times. Impact would be less than significant.

Schools: The Project site is within the Fowler Unified School District (FUSD). The school child generation factor within Fowler Unified schools has ranged between 0.5 and 0.6 students per household, indicating that there is sufficient capacity for an additional 580-700 homes residential units within the district. Therefore the Project which would generate 37 to 44 students. The Project would pay applicable school impact fees in effect at the time of building permits. Impact would be less than significant.

Parks: The Project will pay park impact development fees in effect at the time of the building permits to offset potential impacts to park and recreation facilities. Impact would be less than significant.

Other Public Facilities: No impacts are anticipated to other public facilities.

3.17 Recreation

Table 3-24. Recreation Impacts

Recreation Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Environmental Setting and Baseline Conditions

There are currently four City Parks in Fowler, all of which are administered by the Department of Parks and Recreation. Panzak Park covers an area of approximately 2.5 acres and includes a covered picnic area, large shade trees, playground equipment, and tennis courts. The recently developed Donny Wright Park covers an area of approximately six acres and includes an expanse of irrigated lawn and trails for recreation. Margaret Cowings Park is an approximate 0.05-acre pocket park comprised of irrigated lawn and shade trees on the corner of Merced Street and Sixth Street in downtown Fowler. Also considered a City Park, the Fowler Veteran’s Monument covers an area of approximately 0.10 acres and includes benches on paved surfaces, a scenic fountain, several flag poles, ornamental hedges, and rose gardens. There are no State or regional parks within the planning area.

In addition to the four City Parks mentioned above, the City also operates the Edwin Blayney Senior Center, which offers a meeting place and specialized recreation opportunities for senior citizens.

3.17.2 Impact Assessment

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. The potential population growth associated with the Project’s proposed 74 new single-family residential homes is not considered significant when compared to the City’s population, and it should not increase the demand for recreational facilities, nor would it impose a strain on the existing recreational facilities such that substantial physical deterioration of existing recreational facilities would occur or be accelerated. Additionally, the Project will pay park impact development fees in effect at the time of the building permits to off-set potential impacts to park and recreation facilities. Therefore, impact will be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. Although the Project would provide park space, the Project does not include recreational facilities. As stated above in Impact Assessment XV-a, the potential population growth associated with the Project’s proposed 74 new single-family residential homes is not considered significant when compared

to the City's population, and construction or expansion of nearby recreational facilities is not necessary. Impact will be less than significant.

3.18 Transportation

Table 3-25. Transportation Impacts

Transportation Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.18.1 Environmental Settings and Baseline Conditions

The Project site is located in the northeast area of the City of Fowler within Fresno County. The City is bisected by State Route 99, Golden State Boulevard, and an active railroad used for freight trains. All three of these major transportation routes run northwest-southeast, parallel with each other.

3.18.2 Impact Assessment

a) Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The Project would be completed in one phase and would result in the construction of 74 single family residences, internal access roads, landscaped grounds, and off-site improvements subject to City standards. Vehicular access to the site would from Armstrong Avenue. All internal streets and related improvements will comply with City standards.

The Project does not conflict with any circulation plan. The site will maintain vehicular access to one street, which connects to the larger city-wide circulation system. Any impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Less than Significant Impact. The City has not yet adopted an applicable threshold of significance for vehicle miles traveled. As discussed in XVII-a), the Project does not conflict with any circulation plan. The site will maintain vehicular access to one street, which connects to the larger city-wide circulation system. Any impacts would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The Project will introduce six new local streets which will connect onto the City's existing collector street system at Armstrong Avenue on the west border of the subdivision. The Project will

introduce additional local streets consistent with the City's Circulation Element. All roads will be built according to City of Fowler Street Design Standards. All rights-of-way proposed within the subdivision will be designed and constructed to meet City of Fowler Standard Specifications. The Project would not increase hazards due to Project design features or through the introduction of incompatible land uses into the existing community. There would be a less than significant impact.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The Project shall comply with all emergency access laws determined by federal, State, and local regulations. The proposed street layouts within the subdivision and all right-of-way improvements along major street frontages will be constructed to provide adequate emergency access. The Project would comply with the City of Fowler General Plan. As such, the Project will have a less than significant impact on emergency access.

3.19 Tribal Cultural Resources

Table 3-26. Tribal Cultural Resources Impacts

Tribal Cultural Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.19.1 Environmental Settings and Baseline Conditions

The City lies within an area once inhabited by the Northern Valley Yokuts. Yokuts villages were situated near major waterways, like the Kings River, and featured structures made with woven tule reeds. As with other Native American Tribes in California, the Yokuts population was drastically reduced following the influx of Spanish explorers, missionaries, miners, ranchers, and other European immigrants to the San Joaquin Valley after 1700. During the gold rush, miners began to settle along major waterways such as the San Joaquin River and Kings River. The momentum of the gold rush could not be sustained, and miners began to pursue vocations in ranching and farming. The successful development of irrigation systems led to the agricultural boom as more tracts of land became suitable for crops.

Public Resources Code Section 21080.3.1, *et seq. (codification of AB 52, 2013-14)* requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

Pursuant to PRC § 21080.3., on July 13, 2016, the City received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe (Yokut Tribe) officially requesting notification. No other tribes have requested notification.

3.19.2 Impact Assessment

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

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

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

Less than Significant Impact with Mitigation Incorporated. On July 13, 2016, the City received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe pursuant to PRC § 21080.3.1 officially requesting notification of Projects within the Santa Rosa Rancheria's geographic area of traditional and cultural affiliation. On June 25, 2018, the City sent to the Yokut Tribe a formal Notification of a Decision to Undertake a Project, and Notification of Consultation Opportunity, including a Project description of the TSM No. 21-0015 applications. In accordance with the law, the letter provided 30 days from receipt of the letter to request consultation in writing. No request for consultation was made for the Project and less than significant impacts to tribal resources are expected. **Mitigation Measures CUL-1** and **CUL-2**, described above in Section 3.6, have been incorporated into the Project in the event cultural materials or human remains are unearthed during excavation or construction.

3.20 Utilities and Service Systems

Table 3-27. Utilities and Service Systems Impacts

Utilities and Service Systems Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 Environmental Setting and Baseline Conditions

The City's sewer service is provided by the Selma-Kingsburg-Fowler County Sanitation District (SKF or District) and solid waste services are provided by Waste Management, Inc. The District operates wastewater treatment and disposal facilities on a 550-acre site located approximately 10 miles south of the Project site. Solid waste within Fresno County is transferred to the American Avenue Landfill in Kerman, CA, approximately 25.1 miles northwest of the Project site. According to the City of Fresno Department of Public Utilities, "it is estimated that the [American Avenue Landfill] will be able to continue operation until 2031 when it will be full and have to be closed."²⁰

The City lies entirely within the Kings Groundwater Subbasin of the San Joaquin Valley Groundwater Basin.²¹ Due to groundwater overdraft and contamination from agricultural chemicals, provision of reliable sources of groundwater in both quantity and quality have been a challenge throughout most of the Central Valley.

Water supply is produced from six groundwater wells located throughout the City and distribution is provided by the Water Division of the City's Public Works Department through a system in which pumps deliver water from beneath the ground to a network of watermains, pipelines and laterals which distribute water to residents

²⁰ City of Fresno Department of Public Utilities. <https://www.fresno.gov/publicutilities/facilities-infrastructure/american-avenue-landfill/> Accessed 18 July 2021.

²¹ DWR Bulletin 118 Groundwater Basin Boundary Assessment Tool. <https://gis.water.ca.gov/app/bbat/> Accessed 18 July 2021.

and businesses. Municipal water is tested monthly to ensure quality. According to the Annual Water Quality Report (2017), the average depth to groundwater is 85 to 95 feet, and the existing wells produce drinking water of good quality that does not require treatment.

In 2014, the City entered into an agreement with CID to fund groundwater recharge programs in order to sustain the groundwater aquifer the City is reliant upon. CID provides water from the Kings River for groundwater recharge and irrigation to over 6,000 growers within its 144,000-acre service area, which includes the vicinity surrounding the City.

3.20.2 Impact Assessment

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project proposes construction of 74 residential homes. Upon development, the Project will connect to the City's sanitary sewer system. According to the District Engineer, the SKF County Sanitation District Treatment Plant has a capacity of 8.0 million gallons per day (mgd) with existing flows of 4.2 mgd (52.5% of capacity). By 2025, the SKF Capital Improvement Program (CIP) projects total flow at 5.71 mgd (71% of capacity). According to the 2016 Collection System Master Plan Update, the design flow coefficient is 270 gallons per day (gpd) per existing single-family residence. The Project would be expected to generate approximately 27,810 gpd of wastewater at full development. The Project can be served by the SKF County Sanitation District Treatment Plant and no new facilities will be needed.

Sewer infrastructure plans must be submitted to the District, including detailed floor and plumbing plans. All sewer system facilities must be designed and constructed in accordance with the District's Collection System Construction Standards, the District's Sewer System Master Plan, and other requirements as may be specified by the District.

Expansion plans for a wastewater treatment plant are generally required by the Regional Water Quality Control Board when 70% of design capacity is reached. This threshold is not expected at the SKF plant until after 2025. The District, however, is currently updating its Master Plan to include provisions for long-term expansion of the plant and will make interim improvements (such as refurbishing aerators, basin improvements, fleet replacements, etc.) in conformance with the 10-year CIP.

The developer will be responsible for planning and installing wastewater collection and water delivery facilities as determined by the City Engineer. In addition, the developer will pay current development fees to off-set potential impacts to these facilities. Impacts would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. No new or expanded water entitlements would be required for the Project. See response a), above. Impacts would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As discussed in a) above, SKF has adequate capacity to serve the Project. Impacts would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The City contracts with Waste Management, Inc., as the solid waste provider. The City's solid waste program includes waste disposal collection, a regular recyclables pickup program, and a green waste pickup program. Based on a generation rate for single family residential units of 12 pounds/unit/day, it is estimated that the Project will generate approximately 1,236 pounds per day of solid waste, or just less than one cubic yard per day.

After removing recyclable materials, the City's solid waste is transferred to the Fresno County-owned and operated American Avenue Landfill located 25.1 miles northwest of Fowler near the City of Kerman. It is estimated that the landfill will be able to continue operation until 2031 when it will be full and require closure. Subsequent to closure of the American Avenue Landfill, the Fowler area will most likely be served by a new landfill that will be developed in accordance with all applicable laws and regulations in effect at the time. Impacts will be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project shall comply with all applicable federal, State, and local regulations related to solid waste. There would be no impact.

3.21 Wildfire

Table 3-28. Wildfire Impacts

Wildfire Impacts				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.21.1 Environmental Setting and Baseline Conditions

The Project is located in the City of Fowler in the northeast area of the City within Fresno County. The site is in a flat urbanized area of the Central San Joaquin Valley. It is in an urbanized area and would add a new subdivision to an area that has housing in the vicinity. The Project site would be served by the Fowler Fire Department, and it is not located in or near a State Responsibility Area. Additionally, the Project is not on or near land classified as a very high fire hazard severity zone. The nearest very high fire hazard severity zone is located approximately 25 miles northeast.

3.21.2 Impact Assessment

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

a-d) No Impact. The proposed project is not located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones. The nearest State Responsibility Area (SRA) is 14 miles to the northeast of the Project site. The nearest Federal Responsibility Area (FRA) is 20.4 miles to the northeast of the Project site²². Additionally, the site is approximately 25 miles from the nearest Very High classification of Fire Hazard Severity Zone (FHSZ). Therefore, further analysis of the Projects potential impacts to wildfire are not warranted. There would be no impact.

²² California Department of Forestry and Fire Protection. California State Responsibility Areas. <https://www.arccgis.com/apps/mapviewer/index.html?layers=5ac1dae3cb2544629a845d9a19e83991> Accessed June 24, 2021.

3.22 CEQA Mandatory Findings of Significance

Table 3-29. Mandatory Findings of Significance Impacts

Mandatory Findings of Significance Impacts				
Does the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.22.1 Impact Assessment

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact with Mitigation Incorporated. The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project, with incorporation of mitigation measures, will have a less than significant effect on the environment. The potential for impacts to biological resources, cultural resources, and tribal cultural resources from the implementation of the proposed Project will be less than significant with the incorporation of the mitigation measures discussed in Chapter 4 Mitigation Monitoring and Reporting Program. Accordingly, the proposed Project will involve no potential for significant impacts through the degradation of the quality of the environment, the reduction of habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact with Mitigation Incorporated. CEQA Guidelines Section 15064(i) States that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The proposed Project would include the construction a new subdivision and associated infrastructure to connect the subdivision to the City. The Project site was anticipated for urbanization with the development of the 2004 General Plan Update. Therefore, implementation of the Project would not result in significant cumulative impacts and all potential impacts would be reduced to less than significant through the implementation of mitigation measures and basic regulatory requirements incorporated into future Project design.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The analysis conducted in this Initial Study results in a determination that the Project would have a less than a substantial adverse effect on human beings, either directly or indirectly with incorporation of mitigation measures.

3.23 **Determination:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name/Position

Chapter 4 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Project in the City of Fowler. The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 4-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

The first column of Table 4-1 identifies the mitigation measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the mitigation measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring of the mitigation measure. The fourth column, “Agency Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last two columns will be used respectively by the City to verify the method utilized to confirm or implement compliance with mitigation measures and identify the individual(s) responsible to confirm mitigation measures have been complied with and monitored.

Chapter 4 Mitigation Monitoring and Reporting Program
Marshall Estates II

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Entity Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Biological Resources					
Mitigation Measure Bio-1: WEAP Training					
Prior to initiating construction activities (including staging and mobilization), all personnel associated with Project construction shall attend mandatory Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist, to aid workers in identifying special status resources that may occur in the Project area. The specifics of this program shall include identification of the sensitive species and suitable habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information, along with photographs or illustrations of sensitive species with potential to occur onsite, shall also be prepared for distribution to all contractors, their employees, and all other personnel involved with construction of the Project. All employees shall sign a form documenting that they have attended WEAP training and understand the information presented to them.	Prior to Construction/During Construction		City of Fowler	Training Sign in Sheet	
Mitigation Measure Bio-2: General Pre-construction Survey					
A pre-construction survey for special status species shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities. If sensitive biological resources are present onsite, the biologist shall establish an appropriate buffer zone and label sensitive resources or areas of avoidance with flagging, fencing, or other easily visible means. If avoidance is not feasible, CDFW and/or USFWS shall be consulted to determine the best course of action.	Prior to Construction		City of Fowler	Survey Report	

Chapter 4 Mitigation Monitoring and Reporting Program
 Marshall Estates II

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Entity Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Cultural Resources					
Mitigation Measure CUL-1:					
If, during construction, cultural resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.	During Construction		City of Fowler		
Mitigation Measure CUL-2:					
In the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines, and the Fresno County Coroner's Office would be contacted.	During Construction		City of Fowler		

Appendix A

CalEEMod Output Files

TSM 21-0015 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

TSM 21-0015

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	74.00	Dwelling Unit	29.04	160,851.00	237

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 45
 Climate Zone 3 Operational Year 2024
 Utility Company Pacific Gas and Electric Company

CO2 Intensity 203.98 CH4 Intensity 0.033 N2O Intensity 0.004
 (lb/MWhr) (lb/MWhr) (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Gross acreage used. Square footage based on lot size multiplied by minimum FAR of 0.2. Population based on Housing Element persons per household.

Grading - Assumes site is balanced.

Demolition - Assumes 4,000 square feet of buildings to be demolished.

Architectural Coating - Assumes Year 2022 SJVAPCD Rule 4601 applies.

Fleet Mix - Assumes 2024 SJVAPCD Residential Fleet Mix

Woodstoves - No woodstoves per Rule 4901

Area Coating - Assumes Year 2022 SJVAPCD Rule 4601

Land Use Change -

Construction Off-road Equipment Mitigation - Project submit to a Dust Control Plan.

Mobile Land Use Mitigation -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Mitigation - Assumes Year 2022 SJVAPCD Rule 4601

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Residential_Exterior	150	50
tblAreaCoating	Area_EF_Residential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.52	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.8290e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	2.9750e-003	2.0000e-003
tblFleetMix	MHD	0.01	8.0000e-003
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	2.0000e-004
tblFleetMix	UBUS	2.8900e-004	4.3000e-003
tblLandUse	LandUsesSquareFeet	133,200.00	160,851.00
tblLandUse	LotAcreage	24.03	29.04
tblLandUse	Population	212.00	237.00
tblWoodstoves	NumberCatalytic	3.70	0.00
tblWoodstoves	NumberNoncatalytic	3.70	0.00

2.0 Emissions Summary

TSM 21-0015 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

Year	toms/yr										MT/yr					
	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
2022	0.3054	2.9229	2.5993	4.9400e-003	0.4348	0.1388	0.5736	0.1914	0.1293	0.3207	0.0000	432.1601	432.1601	0.1114	2.6800e-003	435.7437
2023	0.2165	1.9228	2.2084	3.9500e-003	0.0350	0.0914	0.1264	9.4500e-003	0.0860	0.0955	0.0000	343.6929	343.6929	0.0725	3.6500e-003	346.5924
2024	0.5364	0.2925	0.4217	7.0000e-004	4.8100e-003	0.0139	0.0187	1.2900e-003	0.0130	0.0143	0.0000	61.4661	61.4661	0.0158	2.6000e-004	61.9397
Maximum	0.5364	2.9229	2.5993	4.9400e-003	0.4348	0.1388	0.5736	0.1914	0.1293	0.3207	0.0000	432.1601	432.1601	0.1114	3.6500e-003	435.7437

Mitigated Construction

Year	toms/yr										MT/yr					
	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
2022	0.3054	2.9229	2.5993	4.9400e-003	0.2117	0.1388	0.3505	0.0905	0.1293	0.2197	0.0000	432.1597	432.1597	0.1114	2.6800e-003	435.7432
2023	0.2165	1.9228	2.2084	3.9500e-003	0.0350	0.0914	0.1264	9.4500e-003	0.0860	0.0955	0.0000	343.6926	343.6926	0.0725	3.6500e-003	346.5921
2024	0.5364	0.2925	0.4217	7.0000e-004	4.8100e-003	0.0139	0.0187	1.2900e-003	0.0130	0.0143	0.0000	61.4660	61.4660	0.0158	2.6000e-004	61.9396
Maximum	0.5364	2.9229	2.5993	4.9400e-003	0.2117	0.1388	0.3505	0.0905	0.1293	0.2197	0.0000	432.1597	432.1597	0.1114	3.6500e-003	435.7432

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Percent Reduction	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
0.00	0.00	0.00	0.00	0.00	47.01	0.00	31.04	49.94	0.00	23.45	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	1.0960	1.0960
2	4-1-2022	6-30-2022	0.9612	0.9612
3	7-1-2022	9-30-2022	0.5886	0.5886
4	10-1-2022	12-31-2022	0.5894	0.5894
5	1-1-2023	3-31-2023	0.5294	0.5294
6	4-1-2023	6-30-2023	0.5346	0.5346
7	7-1-2023	9-30-2023	0.5405	0.5405
8	10-1-2023	12-31-2023	0.5412	0.5412
9	1-1-2024	3-31-2024	0.5378	0.5378
10	4-1-2024	6-30-2024	0.2803	0.2803
		Highest	1.0960	1.0960

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2.2 Overall Operational

Unmitigated Operational

Category	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
	tons/yr										MT/yr					
Area	0.6983	0.0340	0.5610	2.1000e-004	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4800e-003	5.9000e-004	33.1669
Energy	9.5900e-003	0.0820	0.0349	5.2000e-004	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	0.0000	149.5182	149.5182	0.0107	2.8100e-003	150.6221
Mobile	0.2094	0.3913	2.4905	7.0000e-003	0.7532	5.0800e-003	0.7583	0.2007	4.7400e-003	0.2055	0.0000	666.0493	666.0493	0.0483	0.0321	676.8352
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	17.3192	0.0000	17.3192	1.0235	0.0000	42.9076
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.5296	3.3981	4.9277	0.1577	3.7800e-003	9.9944
Total	0.9173	0.5072	3.0864	7.7300e-003	0.7532	0.0170	0.7702	0.2007	0.0167	0.2174	18.8488	851.9205	870.7693	1.2416	0.0393	913.5262

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

Category	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
Area	0.6983	0.0340	0.5610	2.1000e-004	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4800e-003	5.9000e-004	33.1689
Energy	9.5900e-003	0.0820	0.0349	5.2000e-004	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	0.0000	149.5182	149.5182	0.1017	2.8100e-003	150.6221
Mobile	0.2086	0.3857	2.4540	6.8600e-003	0.7382	4.9900e-003	0.7432	0.1967	4.6500e-003	0.2014	0.0000	653.1478	653.1478	0.0476	0.0317	663.7697
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	17.3192	0.0000	17.3192	1.0235	0.0000	42.9076
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.5296	3.3981	4.9277	0.1577	3.7800e-003	9.9944
Total	0.9165	0.5017	3.0499	7.5900e-003	0.7382	0.0169	0.7551	0.1967	0.0166	0.2133	18.8488	839.0190	857.8678	1.2409	0.0388	900.4607

Percent Reduction	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
	0.08	1.10	1.18	1.81	2.00	0.53	1.97	2.00	0.54	1.89	0.00	1.51	1.48	0.06	1.25	1.43

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/11/2022	5	30	
2	Site Preparation	Site Preparation	2/12/2022	3/11/2022	5	20	
3	Grading	Grading	3/12/2022	5/13/2022	5	45	

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4	Building Construction	Building Construction	5/14/2022	1/19/2024	5	440
5	Paving	Paving	1/20/2024	3/8/2024	5	35
6	Architectural Coating	Architectural Coating	3/9/2024	4/26/2024	5	35

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 325,723; Residential Outdoor: 108,574; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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Site Preparation	Tractors/loaders/Backhoes	4	8.00	97	0.37
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
Demolition	6	15.00	0.00	18.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

Category	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	
					Fugitive PM10	Exhaust PM10	MT/yr	Fugitive PM10	Exhaust PM10	MT/yr		Fugitive PM2.5	Exhaust PM2.5	MT/yr	Fugitive PM2.5	Exhaust PM2.5	MT/yr								
Fugitive Dust						1.9700e-003	0.0000			1.9700e-003	3.0000e-004	0.0000			3.0000e-004	0.0000			0.0000						0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004			0.0186			0.0186		0.0173			0.0173	0.0000			50.9853		50.9853	0.0143	0.0000		51.3434
Total	0.0396	0.3858	0.3089	5.8000e-004		1.9700e-003	0.0186		0.0206	3.0000e-004	0.0173	0.0176	0.0000		50.9853	0.0000		50.9853	0.0143	0.0000				51.3434	

Unmitigated Construction Off-Site

Category	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	
					Fugitive PM10	Exhaust PM10	MT/yr	Fugitive PM10	Exhaust PM10	MT/yr		Fugitive PM2.5	Exhaust PM2.5	MT/yr	Fugitive PM2.5	Exhaust PM2.5	MT/yr								
Hauling	3.0000e-005	1.3800e-003	2.6000e-004	1.0000e-005	1.5000e-004	1.0000e-005				1.7000e-004	4.0000e-005	1.0000e-005			6.0000e-005	0.0000			0.5316		0.5316	0.0000	8.0000e-005		0.5566
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	7.6000e-004	5.2000e-004	5.8200e-003	2.0000e-005	1.8000e-003	1.0000e-005				1.8100e-003	4.8000e-004	1.0000e-005			4.9000e-004	0.0000			1.4707		1.4707	5.0000e-005	4.0000e-005		1.4852
Total	7.9000e-004	1.9000e-003	6.0800e-003	3.0000e-005	1.9500e-003	2.0000e-005			1.9800e-003	5.2000e-004	2.0000e-005	5.5000e-004	0.0000		2.0022	0.0000		2.0022	5.0000e-005	1.2000e-004				2.0418	

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3.2 Demolition - 2022

Mitigated Construction On-Site

Category	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
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total		Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e							
tons/yr																								
Fugitive Dust					8.9000e-004	0.0000	8.9000e-004	0.0000	8.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004		0.0186	0.0186		0.0173	0.0173	0.0000	50.9853	50.9853	0.0143	0.0000	51.3433								
Total	0.0396	0.3858	0.3089	5.8000e-004	8.9000e-004	0.0186	0.0186	0.0186	0.0173	0.0173	0.0000	1.3000e-004	0.0173	0.0173	0.0173	51.3433	0.0000	50.9853	50.9853	0.0143	0.0000	51.3433	0.0000	51.3433

Mitigated Construction Off-Site

Category	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	
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total		Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e								
tons/yr																									
Hauling	3.0000e-005	1.3800e-003	2.6000e-004	1.0000e-005	1.5000e-004	1.0000e-005	1.7000e-004	4.0000e-005	1.7000e-004	4.0000e-005	6.0000e-005	0.0000	0.5316	0.5316	0.0000	8.0000e-005	0.5566								
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	7.6000e-004	5.2000e-004	5.8200e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4707	1.4707	5.0000e-005	4.0000e-005	1.4852									
Total	7.9000e-004	1.9000e-003	6.0800e-003	3.0000e-005	1.9500e-003	2.0000e-005	1.9800e-003	5.2000e-004	2.0000e-005	5.5000e-004	0.0000	2.0022	2.0022	5.0000e-005	1.2000e-004	2.0418	0.0000	2.0022	2.0022	0.0000	5.0000e-005	1.2000e-004	2.0418	2.0418	

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3.3 Site Preparation - 2022

Unmitigated Construction On-Site

Category	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
Fugitive Dust					0.1966	0.0000	0.1966	0.1010	0.0000	0.1010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3308	0.1970	3.8000e-004		0.0161	0.0161		0.0148	0.0148	0.0000	33.4394	33.4394	0.0108	0.0000	33.7098
Total	0.0317	0.3308	0.1970	3.8000e-004	0.1966	0.0161	0.2127	0.1010	0.0148	0.1159	0.0000	33.4394	33.4394	0.0108	0.0000	33.7098

Unmitigated Construction Off-Site

Category	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
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	6.1000e-004	4.1000e-004	4.6500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1765	1.1765	4.0000e-005	4.0000e-005	1.1881
Total	6.1000e-004	4.1000e-004	4.6500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1765	1.1765	4.0000e-005	4.0000e-005	1.1881

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3.3 Site Preparation - 2022

Mitigated Construction On-Site

Category	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
Fugitive Dust					0.0885	0.0000	0.0885	0.0455	0.0000	0.0455	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3308	0.1970	3.8000e-004	0.0161	0.0161	0.0161	0.0148	0.0148	0.0148	0.0000	33.4394	33.4394	0.0108	0.0000	33.7097
Total	0.0317	0.3308	0.1970	3.8000e-004	0.0885	0.0161	0.1046	0.0455	0.0148	0.0603	0.0000	33.4394	33.4394	0.0108	0.0000	33.7097

Mitigated Construction Off-Site

Category	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
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	6.1000e-004	4.1000e-004	4.6500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1765	1.1765	4.0000e-005	4.0000e-005	1.1881
Total	6.1000e-004	4.1000e-004	4.6500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1765	1.1765	4.0000e-005	4.0000e-005	1.1881

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

Category	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
	tons/yr											MT/yr				
Fugitive Dust					0.2071	0.0000	0.2071	0.0822	0.0000	0.0822	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003	0.0368	0.0368	0.0368	0.0338	0.0338	0.0000	122.7029	122.7029	122.7029	0.0397	0.0000	123.6950
Total	0.0816	0.8740	0.6534	1.4000e-003	0.2071	0.0368	0.2439	0.0822	0.0338	0.1161	0.0000	122.7029	122.7029	0.0397	0.0000	123.6950

Unmitigated Construction Off-Site

Category	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
	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	1.5100e-003	1.0300e-003	0.0116	3.0000e-005	3.6000e-003	2.0000e-005	3.6200e-003	9.6000e-004	2.0000e-005	9.7000e-004	0.0000	2.9413	2.9413	1.0000e-004	9.0000e-005	2.9704
Total	1.5100e-003	1.0300e-003	0.0116	3.0000e-005	3.6000e-003	2.0000e-005	3.6200e-003	9.6000e-004	2.0000e-005	9.7000e-004	0.0000	2.9413	2.9413	1.0000e-004	9.0000e-005	2.9704

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3.4 Grading - 2022

Mitigated Construction On-Site

Category	ROG	NOK	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
	tons/yr															
Fugitive Dust					0.0932	0.0000	0.0932	0.0370	0.0000	0.0370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003	0.0368	0.0368	0.0368	0.0338	0.0338	0.0338	0.0000	122.7027	122.7027	0.0397	0.0000	123.6948
Total	0.0816	0.8740	0.6534	1.4000e-003	0.0932	0.0368	0.1300	0.0370	0.0338	0.0708	0.0000	122.7027	122.7027	0.0397	0.0000	123.6948

Mitigated Construction Off-Site

Category	ROG	NOK	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
	tons/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	1.5100e-003	1.0300e-003	0.0116	3.0000e-005	3.6000e-003	2.0000e-005	3.6200e-003	9.6000e-004	2.0000e-005	9.7000e-004	0.0000	2.9413	2.9413	1.0000e-004	9.0000e-005	2.9704
Total	1.5100e-003	1.0300e-003	0.0116	3.0000e-005	3.6000e-003	2.0000e-005	3.6200e-003	9.6000e-004	2.0000e-005	9.7000e-004	0.0000	2.9413	2.9413	1.0000e-004	9.0000e-005	2.9704

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3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	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
Off-Road	0.1408	1.2883	1.3500	2.2200e-003		0.0667	0.0667		0.0628	0.0628	0.0000	191.1733	191.1733	0.0458	0.0000	192.3183
Total	0.1408	1.2883	1.3500	2.2200e-003		0.0667	0.0667		0.0628	0.0628	0.0000	191.1733	191.1733	0.0458	0.0000	192.3183

Unmitigated Construction Off-Site

Category	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
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	1.3600e-003	0.0356	0.0101	1.4000e-004	4.3800e-003	3.8000e-004	4.7600e-003	1.2600e-003	3.7000e-004	1.6300e-003	0.0000	13.1795	13.1795	1.0000e-004	1.9900e-003	13.7738
Worker	7.4900e-003	5.1100e-003	0.0576	1.6000e-004	0.0178	9.0000e-005	0.0179	4.7300e-003	8.0000e-005	4.8200e-003	0.0000	14.5597	14.5597	4.8000e-004	4.4000e-004	14.7033
Total	8.8500e-003	0.0407	0.0677	3.0000e-004	0.0222	4.7000e-004	0.0227	5.9900e-003	4.5000e-004	6.4500e-003	0.0000	27.7391	27.7391	5.8000e-004	2.4300e-003	28.4770

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3.5 Building Construction - 2022

Mitigated Construction On-Site

Category	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
Off-Road	0.1408	1.2883	1.3500	2.2200e-003		0.0667	0.0667		0.0628	0.0628	0.0000	191.1731	191.1731	0.0458	0.0000	192.3181
Total	0.1408	1.2883	1.3500	2.2200e-003		0.0667	0.0667		0.0628	0.0628	0.0000	191.1731	191.1731	0.0458	0.0000	192.3181

Mitigated Construction Off-Site

Category	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
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	1.3600e-003	0.0356	0.0101	1.4000e-004	4.3800e-003	3.8000e-004	4.7600e-003	1.2600e-003	3.7000e-004	1.6300e-003	0.0000	13.1795	13.1795	1.0000e-004	1.9900e-003	13.7738
Worker	7.4900e-003	5.1100e-003	0.0576	1.6000e-004	0.0178	9.0000e-005	0.0179	4.7300e-003	8.0000e-005	4.8200e-003	0.0000	14.5597	14.5597	4.8000e-004	4.4000e-004	14.7033
Total	8.8500e-003	0.0407	0.0677	3.0000e-004	0.0222	4.7000e-004	0.0227	5.9900e-003	4.5000e-004	6.4500e-003	0.0000	27.7391	27.7391	5.8000e-004	2.4300e-003	28.4770

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3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	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
	tons/yr															
Off-Road	0.2045	1.8700	2.1117	3.5000e-003	0.0910	0.0910	0.0910	0.0856	0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	0.2045	1.8700	2.1117	3.5000e-003	0.0910	0.0910	0.0910	0.0856	0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383

Unmitigated Construction Off-Site

Category	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
	tons/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	1.1200e-003	0.0457	0.0137	2.1000e-004	6.9000e-003	2.9000e-004	7.1900e-003	1.9900e-003	2.8000e-004	2.2700e-003	0.0000	20.0019	20.0019	1.1000e-004	3.0100e-003	20.9018
Worker	0.0109	7.0400e-003	0.0830	2.4000e-004	0.0281	1.4000e-004	0.0282	7.4600e-003	1.3000e-004	7.5800e-003	0.0000	22.3448	22.3448	6.7000e-004	6.4000e-004	22.5523
Total	0.0120	0.0527	0.0967	4.5000e-004	0.0350	4.3000e-004	0.0354	9.4500e-003	4.1000e-004	9.8500e-003	0.0000	42.3467	42.3467	7.8000e-004	3.6500e-003	43.4541

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3.5 Building Construction - 2023

Mitigated Construction On-Site

Category	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
Off-Road	0.2045	1.8700	2.1117	3.5000e-003	0.0910	0.0910	0.0910	0.0856	0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	0.2045	1.8700	2.1117	3.5000e-003	0.0910	0.0910	0.0910	0.0856	0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380

Mitigated Construction Off-Site

Category	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
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	1.1200e-003	0.0457	0.0137	2.1000e-004	6.9000e-003	2.9000e-004	7.1900e-003	1.9900e-003	2.8000e-004	2.2700e-003	0.0000	20.0019	20.0019	1.1000e-004	3.0100e-003	20.9018
Worker	0.0109	7.0400e-003	0.0830	2.4000e-004	0.0281	1.4000e-004	0.0282	7.4600e-003	1.3000e-004	7.5800e-003	0.0000	22.3448	22.3448	6.7000e-004	6.4000e-004	22.9523
Total	0.0120	0.0527	0.0967	4.5000e-004	0.0350	4.3000e-004	0.0354	9.4500e-003	4.1000e-004	9.8500e-003	0.0000	42.3467	42.3467	7.8000e-004	3.5500e-003	43.4541

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3.5 Building Construction - 2024

Unmitigated Construction On-Site

Category	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
Off-Road	0.0110	0.1008	0.1213	2.0000e-004	4.6000e-003	4.6000e-003	4.6000e-003	4.3300e-003	4.3300e-003	4.3300e-003	0.0000	17.3887	17.3887	4.1100e-003	0.0000	17.4915
Total	0.0110	0.1008	0.1213	2.0000e-004	4.6000e-003	4.6000e-003	4.6000e-003	4.3300e-003	4.3300e-003	4.3300e-003	0.0000	17.3887	17.3887	4.1100e-003	0.0000	17.4915

Unmitigated Construction Off-Site

Category	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
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	6.0000e-005	2.6400e-003	7.7000e-004	1.0000e-005	4.0000e-004	2.0000e-005	4.1000e-004	1.1000e-004	2.0000e-005	1.3000e-004	0.0000	1.1343	1.1343	1.0000e-005	1.7000e-004	1.1853
Worker	5.8000e-004	3.6000e-004	4.4200e-003	1.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2566	1.2566	3.0000e-005	3.0000e-005	1.2677
Total	6.4000e-004	3.0000e-003	5.1900e-003	2.0000e-005	2.0200e-003	3.0000e-005	2.0400e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	2.3909	2.3909	4.0000e-005	2.0000e-004	2.4529

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3.5 Building Construction - 2024

Mitigated Construction On-Site

Category	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
	tons/yr										MT/yr					
Off-Road	0.0110	0.1008	0.1213	2.0000e-004		4.6000e-003	4.6000e-003		4.3300e-003	4.3300e-003	0.0000	17.3887	17.3887	4.1100e-003	0.0000	17.4815
Total	0.0110	0.1008	0.1213	2.0000e-004		4.6000e-003	4.6000e-003		4.3300e-003	4.3300e-003	0.0000	17.3887	17.3887	4.1100e-003	0.0000	17.4815

Mitigated Construction Off-Site

Category	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
	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	6.0000e-005	2.8400e-003	7.7000e-004	1.0000e-005	4.0000e-004	2.0000e-005	4.1000e-004	1.1000e-004	2.0000e-005	1.3000e-004	0.0000	1.1343	1.1343	1.0000e-005	1.7000e-004	1.1853
Worker	5.8000e-004	3.6000e-004	4.4200e-003	1.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2566	1.2566	3.0000e-005	3.0000e-005	1.2677
Total	6.4000e-004	3.0000e-003	5.1900e-003	2.0000e-005	2.0200e-003	3.0000e-005	2.0400e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	2.3909	2.3909	4.0000e-005	2.0000e-004	2.4529

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3.6 Paving - 2024

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	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
Off-Road	0.0173	0.1667	0.2560	4.0000e-004	8.2000e-003	8.2000e-003	7.5400e-003	7.5400e-003	7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	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	0.0173	0.1667	0.2560	4.0000e-004	8.2000e-003	8.2000e-003	7.5400e-003	7.5400e-003	7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	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
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	7.5000e-004	4.6000e-004	5.7300e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6289	1.6289	5.0000e-005	4.0000e-005	1.6433
Total	7.5000e-004	4.6000e-004	5.7300e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6289	1.6289	5.0000e-005	4.0000e-005	1.6433

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3.6 Paving - 2024

Mitigated Construction On-Site

Category	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
	tons/yr															
Off-Road	0.0173	0.1667	0.2560	4.0000e-004	8.2000e-003	8.2000e-003	7.5400e-003	7.5400e-003	0.0000	35.0464	0.0000	35.0464	0.0113	0.0000	35.3298	
Paving	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	0.0173	0.1667	0.2560	4.0000e-004	8.2000e-003	8.2000e-003	7.5400e-003	7.5400e-003	0.0000	35.0464	0.0000	35.0464	0.0113	0.0000	35.3298	

Mitigated Construction Off-Site

Category	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
	tons/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	7.5000e-004	4.6000e-004	5.7300e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6289	1.6289	5.0000e-005	4.0000e-005	1.6433
Total	7.5000e-004	4.6000e-004	5.7300e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6289	1.6289	5.0000e-005	4.0000e-005	1.6433

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3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOK	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
Archit. Coating	0.5032					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	0.5064	0.0213	0.0317	5.0000e-005	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOK	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
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	2.5000e-004	1.5000e-004	1.9100e-003	1.0000e-005	7.0000e-004	0.0000	7.0000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5430	0.5430	2.0000e-005	1.0000e-005	0.5478
Total	2.5000e-004	1.5000e-004	1.9100e-003	1.0000e-005	7.0000e-004	0.0000	7.0000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5430	0.5430	2.0000e-005	1.0000e-005	0.5478

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3.7 Architectural Coating - 2024

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	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
Archit Coating	0.5032					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	0.5064	0.0213	0.0317	5.0000e-005	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	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
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	2.5000e-004	1.5000e-004	1.9100e-003	1.0000e-005	7.0000e-004	0.0000	7.0000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5430	0.5430	2.0000e-005	1.0000e-005	0.5478
Total	2.5000e-004	1.5000e-004	1.9100e-003	1.0000e-005	7.0000e-004	0.0000	7.0000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5430	0.5430	2.0000e-005	1.0000e-005	0.5478

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Category	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
	tons/yr															
	MT/yr															
Mitigated	0.2086	0.3857	2.4540	6.8600e-003	0.7382	4.9900e-003	0.7432	0.1967	4.6500e-003	0.2014	0.0000	653.1478	653.1478	0.0476	0.0317	663.7697
Unmitigated	0.2094	0.3913	2.4905	7.0000e-003	0.7592	5.0800e-003	0.7583	0.2007	4.7400e-003	0.2055	0.0000	666.0493	666.0493	0.0483	0.0321	676.8352

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	698.56	705.96	632.70	2,022,083	1,981,641
Total	698.56	705.96	632.70	2,022,083	1,981,641

4.3 Trip Type Information

	Miles				Trip %				Trip Purpose %			
	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			
Single Family Housing	10.80	7.30	7.50	48.40	15.90	35.70	86	11	3			

4.4 Fleet Mix

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHH	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700e	0.2099000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	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
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	54.5958	54.5958	8.8300e-003	1.0700e-003	55.1356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	54.5958	54.5958	8.8300e-003	1.0700e-003	55.1356
Natural Gas Mitigated	9.5900e-003	0.0820	0.0349	5.2000e-004	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865
Natural Gas Unmitigated	9.5900e-003	0.0820	0.0349	5.2000e-004	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865
M/T/yr																

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	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
Single Family Housing	1.77878e+006	9.5900e-003	0.0820	0.0349	5.2000e-004		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865
Total		9.5900e-003	0.0820	0.0349	5.2000e-004		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865

Mitigated

Land Use	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
Single Family Housing	1.77878e+006	9.5900e-003	0.0820	0.0349	5.2000e-004		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865
Total		9.5900e-003	0.0820	0.0349	5.2000e-004		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	94.9224	94.9224	1.8200e-003	1.7400e-003	95.4865

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use KWh/yr	Total CO2	CH4	N2O	CO2e
Land Use					
Single Family Housing	590073	54.5958	8.8300e-003	1.0700e-003	55.1356
Total		54.5958	8.8300e-003	1.0700e-003	55.1356

Mitigated

	Electricity Use KWh/yr	Total CO2	CH4	N2O	CO2e
Land Use					
Single Family Housing	590073	54.5958	8.8300e-003	1.0700e-003	55.1356
Total		54.5958	8.8300e-003	1.0700e-003	55.1356

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Residential Exterior

Category	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
Mitigated	0.6983	0.0340	0.5610	2.1000e-004		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4800e-003	5.9000e-004	33.1689
Unmitigated	0.6983	0.0340	0.5610	2.1000e-004		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4800e-003	5.9000e-004	33.1689

6.2 Area by SubCategory

Unmitigated

SubCategory	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
Architectural Coating	0.0503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.2400e-003	0.0277	0.0118	1.8000e-004		2.2400e-003	2.2400e-003		2.2400e-003	2.2400e-003	0.0000	32.0574	32.0574	6.1000e-004	5.9000e-004	32.2479
Landscaping	0.0165	6.3300e-003	0.5492	3.0000e-005		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003	0.0000	0.8975	0.8975	8.6000e-004	0.0000	0.9191
Total	0.6983	0.0340	0.5610	2.1000e-004		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4700e-003	5.9000e-004	33.1689

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6.2 Area by SubCategory

Mitigated

SubCategory	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
Architectural Coating	0.0503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.2400e-003	0.0277	0.0118	1.8000e-004	2.2400e-003	2.2400e-003	2.2400e-003	2.2400e-003	2.2400e-003	2.2400e-003	0.0000	32.0574	32.0574	6.1000e-004	5.9000e-004	32.2479
Landscaping	0.0165	6.3300e-003	0.5492	3.0000e-005	3.0400e-003	3.0400e-003	3.0400e-003	3.0400e-003	3.0400e-003	3.0400e-003	0.0000	0.8975	0.8975	8.6000e-004	0.0000	0.9191
Total	0.6983	0.0340	0.5610	2.1000e-004	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	5.2800e-003	0.0000	32.9549	32.9549	1.4700e-003	5.9000e-004	33.1669

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.9277	0.1577	3.7800e-003	9.9944
Unmitigated	4.9277	0.1577	3.7800e-003	9.9944

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Single Family Housing	4.8214 / 3.03958	4.9277	0.1577	3.7800e-003	9.9944
Total		4.9277	0.1577	3.7800e-003	9.9944

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	4.8214 / 3.03958	4.9277	0.1577	3.7800e-003	9.9944
Total		4.9277	0.1577	3.7800e-003	9.9944

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.3192	1.0235	0.0000	42.9076
Unmitigated	17.3192	1.0235	0.0000	42.9076

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		MT/yr		
Single Family Housing	85.32	17,3192	1.0235	0.0000	42.9076
Total		17,3192	1.0235	0.0000	42.9076

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		MT/yr		
Single Family Housing	85.32	17,3192	1.0235	0.0000	42.9076
Total		17,3192	1.0235	0.0000	42.9076

9.0 Operational Offroad

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	74.00	Dwelling Unit	29.04	160,851.00	237

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3	Operational Year	2024		
Utility Company	Pacific Gas and Electric Company				

CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Gross acreage used. Square footage based on lot size multiplied by minimum FAR of 0.2. Population based on Housing Element persons per household.

Grading - Assumes site is balanced.

Demolition - Assumes 4,000 square feet of buildings to be demolished.

Architectural Coating - Assumes Year 2022 SJVAPCD Rule 4601 applies.

Fleet Mix - Assumes 2024 SJVAPCD Residential Fleet Mix

Woodstoves - No woodstoves per Rule 4901

Area Coating - Assumes Year 2022 SJVAPCD Rule 4601

Land Use Change -

Construction Off-road Equipment Mitigation - Project submit to a Dust Control Plan.

Mobile Land Use Mitigation -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Mitigation - Assumes Year 2022 SJVAPCD Rule 4601

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Residential_Exterior	150	50
tblAreaCoating	Area_EF_Residential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.52	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.8290e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	2.9750e-003	2.0000e-003
tblFleetMix	MHD	0.01	8.0000e-003
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	2.0000e-004
tblFleetMix	UBUS	2.8900e-004	4.3000e-003
tblLandUse	LandUseSquarefeet	133,200.00	160,851.00
tblLandUse	LotAcreage	24.03	29.04
tblLandUse	Population	212.00	237.00
tblWoodstoves	NumberCatalytic	3.70	0.00
tblWoodstoves	NumberNoncatalytic	3.70	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	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
2022	3.7028	38.8863	29.6401	0.0636	19.8049	1.6357	21.4182	10.1417	1.5049	11.6259	0.0000	6,168,152 ⁸	6,168,152 ⁸	1.9487	0.0322	6,218,117 ⁸
2023	1.6783	14.7719	17.0848	0.0306	0.2760	0.7030	0.9791	0.0745	0.6615	0.7360	0.0000	2,930,707 ⁷	2,930,707 ⁷	0.6142	0.0307	2,955,207 ⁹
2024	28.9540	13.8247	16.9470	0.0305	0.2760	0.6166	0.8926	0.0745	0.3800	0.6544	0.0000	2,923,055 ³	2,923,055 ³	0.7167	0.0299	2,947,207 ⁹
Maximum	28.9540	38.8863	29.6401	0.0636	19.8049	1.6357	21.4182	10.1417	1.5049	11.6259	0.0000	6,168,152 ⁸	6,168,152 ⁸	1.9487	0.0322	6,218,117 ⁸

Mitigated Construction

Year	lb/day															
	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
2022	3.7028	38.8863	29.6401	0.0636	8.9935	1.6357	10.6068	4.5853	1.5049	6.0696	0.0000	6,168,152 ⁸	6,168,152 ⁸	1.9487	0.0322	6,218,117 ⁸
2023	1.6783	14.7719	17.0848	0.0306	0.2760	0.7030	0.9791	0.0745	0.6615	0.7360	0.0000	2,930,707 ⁷	2,930,707 ⁷	0.6142	0.0307	2,955,207 ⁹
2024	28.9540	13.8247	16.9470	0.0305	0.2760	0.6166	0.8926	0.0745	0.3800	0.6544	0.0000	2,923,055 ³	2,923,055 ³	0.7167	0.0299	2,947,207 ⁹
Maximum	28.9540	38.8863	29.6401	0.0636	8.9935	1.6357	10.6068	4.5853	1.5049	6.0696	0.0000	6,168,152 ⁸	6,168,152 ⁸	1.9487	0.0322	6,218,117 ⁸

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2.2 Overall Operational

Unmitigated Operational

Category	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
	lb/day															
Area	3.9805	0.7455	6.3898	4.6300e-003	0.0884	0.0884	0.0884	0.0884	0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607
Energy	0.0526	0.4491	0.1911	2.8700e-003	0.0363	0.0363	0.0363	0.0363	0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Mobile	1.4946	2.0818	15.4772	0.0423	4.3489	0.0286	4.3774	1.1565	0.0266	1.1832		4,428.919 ⁰	4,428.919 ⁰	0.2913	0.1946	4,494.190 ⁹
Total	5.5230	3.2763	22.0581	0.0489	4.3489	0.1533	4.5021	1.1565	0.1514	1.3079	0.0000	5,875.131 ⁵	5,875.131 ⁵	0.3294	0.2209	5,949.195 ⁸

Mitigated Operational

Category	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
	lb/day															
Area	3.9805	0.7455	6.3898	4.6300e-003	0.0884	0.0884	0.0884	0.0884	0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607
Energy	0.0526	0.4491	0.1911	2.8700e-003	0.0363	0.0363	0.0363	0.0363	0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Mobile	1.4900	2.0522	15.2311	0.0414	4.2619	0.0281	4.2899	1.1334	0.0262	1.1596		4,342.909 ⁶	4,342.909 ⁶	0.2869	0.1916	4,407.179 ⁷
Total	5.5230	3.2468	21.8120	0.0489	4.2619	0.1528	4.4146	1.1334	0.1509	1.2843	0.0000	5,789.122 ⁰	5,789.122 ⁰	0.3250	0.2179	5,862.184 ⁶

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	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
Percent Reduction	0.08	0.90	1.12	1.65	2.00	0.33	1.94	2.00	0.32	1.81	0.00	1.46	1.46	1.33	1.35	1.46

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/1/2022	5	30		
2	Site Preparation	Site Preparation	2/1/2022	3/1/2022	5	20		
3	Grading	Grading	3/1/2022	5/13/2022	5	45		
4	Building Construction	Building Construction	5/1/2022	1/19/2024	5	440		
5	Paving	Paving	11/20/2024	3/8/2024	5	35		
6	Architectural Coating	Architectural Coating	3/9/2024	4/26/2024	5	35		

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 325,723; Residential Outdoor: 108,574; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
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
Demolition	6	15.00	0.00	18.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

Category	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
Fugitive Dust					0.1313	0.0000	0.1313	0.0199	0.0000	0.0199			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388	0.1313	1.2427	1.3739	0.0199	1.1553	1.1751		3,746.7812	3,746.7812	1.0524		3,773.0920

Unmitigated Construction Off-Site

Category	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
Hauling	2.3000e-003	0.0876	0.0173	3.7000e-004	0.0105	9.1000e-004	0.0114	2.8600e-003	8.7000e-004	3.7600e-003		39.0515	39.0515	3.1000e-004	6.1400e-003	40.8894
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
Worker	0.0585	0.0321	0.4490	1.1600e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		117.5567	117.5567	3.3900e-003	3.1400e-003	118.5765
Total	0.0608	0.1198	0.4663	1.5300e-003	0.1337	1.5300e-003	0.1353	0.0356	1.4400e-003	0.0370		156.6081	156.6081	3.7000e-003	9.2800e-003	159.4659

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

Category	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
Fugitive Dust					0.0591	0.0000	0.0591	8.9400e-003	0.0000	8.9400e-003			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388	1.2427	1.2427	1.2427	1.1553	1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388	0.0591	1.2427	1.3017	8.9400e-003	1.1553	1.1642	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920

Mitigated Construction Off-Site

Category	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
Hauling	2.3000e-003	0.0876	0.0173	3.7000e-004	0.0105	9.1000e-004	0.0114	2.8800e-003	8.7000e-004	3.7600e-003		39.0515	39.0515	3.1000e-004	6.1400e-003	40.8894
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
Worker	0.0585	0.0321	0.4490	1.1600e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		117.5567	117.5567	3.3900e-003	3.1400e-003	118.5765
Total	0.0608	0.1198	0.4663	1.5300e-003	0.1337	1.5300e-003	0.1353	0.0356	1.4400e-003	0.0370		156.6081	156.6081	3.7000e-003	9.2800e-003	159.4659

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

Category	ROG	NOK	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
	lb/day															
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3.686,061 ⁹	3.686,061 ⁹	1.1922		3,715,865 ⁵
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686,061⁹	3,686,061⁹	1.1922		3,715,865⁵

Unmitigated Construction Off-Site

Category	ROG	NOK	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
	lb/day															
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
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
Worker	0.0701	0.0385	0.5388	1.3900e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		141.0680	141.0680	4.0600e-003	3.7700e-003	142,2918
Total	0.0701	0.0385	0.5388	1.3900e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		141.0680	141.0680	4.0600e-003	3.7700e-003	142,2918

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3.686,061 ⁹	3.686,061 ⁹	1.1922		3,715,865 ⁵
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686,061⁹	3,686,061⁹	1.1922		3,715,865⁵

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
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
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
Worker	0.0701	0.0385	0.5388	1.3900e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		141.0680	141.0680	4.0600e-003	3.7700e-003	142,2918
Total	0.0701	0.0385	0.5388	1.3900e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		141.0680	141.0680	4.0600e-003	3.7700e-003	142,2918

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

Category	ROG	NOK	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
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	6,011,410 ⁵	6,011,410 ⁵	6,011,410 ⁵	1.9442		6,060,015 ⁸
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011,410⁵	6,011,410⁵	1.9442		6,060,015⁸

Unmitigated Construction Off-Site

Category	ROG	NOK	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
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	0.0779	0.0428	0.5986	1.5400e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443	156,7422	156,7422	156,7422	4.5200e-003	4.1800e-003	158,1020
Total	0.0779	0.0428	0.5986	1.5400e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443		156,7422	156,7422	4.5200e-003	4.1800e-003	158,1020

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

Category	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
	lb/day															
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011,410 ⁵	6,011,410 ⁵	1.9442		6,060,015 ⁸
Total	3.6248	38.8435	29.0415	0.0621	4.1416	1.6349	5.7765	1.6442	1.5041	3.1483	0.0000	6,011,410⁵	6,011,410⁵	1.9442		6,060,015⁸

Mitigated Construction Off-Site

Category	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
	lb/day															
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
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
Worker	0.0779	0.0428	0.5986	1.5400e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443			156,7422	156,7422	4.5200e-003	4,1800e-003
Total	0.0779	0.0428	0.5986	1.5400e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443			156,7422	156,7422	4.5200e-003	4,1800e-003

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2.554.333 ⁶	2.554.333 ⁶	0.6120		2.569.632 ²
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554,333⁶	2,554,333⁶	0.6120		2,569,632²

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
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
Vendor	0.0168	0.4129	0.1203	1.6600e-003	0.0542	4.6400e-003	0.0589	0.0156	4.4400e-003	0.0201		176.0305	176.0305	1.3400e-003	0.0265	183.9643
Worker	0.1052	0.0578	0.8081	2.0800e-003	0.2218	1.1100e-003	0.2229	0.0588	1.0200e-003	0.0599		211.6020	211.6020	6.1000e-003	5.6500e-003	213.4377
Total	0.1220	0.4707	0.9285	3.7400e-003	0.2760	5.7500e-003	0.2818	0.0745	5.4600e-003	0.0799		387.6324	387.6324	7.4400e-003	0.0322	397.4019

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

Category	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
	lb/day															
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2.554.333 ⁶	2.554.333 ⁶	0.6120		2.569.632 ²
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2.554.333 ⁶	2.554.333 ⁶	0.6120		2.569.632 ²

Mitigated Construction Off-Site

Category	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
	lb/day															
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
Vendor	0.0168	0.4129	0.1203	1.6600e-003	0.0542	4.6400e-003	0.0589	0.0156	4.4400e-003	0.0201		176.0305	176.0305	1.3400e-003	0.0265	183.9643
Worker	0.1052	0.0378	0.8081	2.0800e-003	0.2218	1.1100e-003	0.2229	0.0388	1.0200e-003	0.0399		211.6020	211.6020	6.1000e-003	5.6500e-003	213.4377
Total	0.1220	0.4707	0.9285	3.7400e-003	0.2760	5.7500e-003	0.2818	0.0745	5.4600e-003	0.0799		387.6324	387.6324	7.4400e-003	0.0322	397.4019

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	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
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555,209 ⁹	2,555,209 ⁹	0.6079		2,570,406 ¹
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555,209 ⁹	2,555,209 ⁹	0.6079		2,570,406 ¹

Unmitigated Construction Off-Site

Category	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	
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	
Vendor	8.9000e-003	0.3364	0.1038	1.6000e-003	0.0542	2.2500e-003	0.0565	0.0156	2.1500e-003	0.0178		169,4664	169,4664	9.3000e-004		0.0255	177,0874
Worker	0.0967	0.0506	0.7370	2.0100e-003	0.2218	1.0500e-003	0.2228	0.0588	9.6000e-004	0.0598		206,0313	206,0313	5.4500e-003		5.1900e-003	207,7144
Total	0.1056	0.3870	0.8408	3.6100e-003	0.2760	3.3000e-003	0.2793	0.0745	3.1100e-003	0.0776		375,4978	375,4978	6.3800e-003		0.0307	384,8018

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

Category	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
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555,209 ⁹	2,555,209 ⁹	0.6079		2,570,406 ¹
Total	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555,209⁹	2,555,209⁹	0.6079		2,570,406¹

Mitigated Construction Off-Site

Category	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
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
Vendor	8.9000e-003	0.3364	0.1038	1.6000e-003	0.0542	2.2300e-003	0.0565	0.0156	2.1500e-003	0.0178		169,4664	169,4664	9.3000e-004		177,0874
Worker	0.0967	0.0506	0.7370	2.0100e-003	0.2218	1.0500e-003	0.2228	0.0588	9.6000e-004	0.0598		206,0313	206,0313	5.4500e-003		207,7144
Total	0.1056	0.3870	0.8408	3.6100e-003	0.2760	3.3000e-003	0.2793	0.0745	3.1100e-003	0.0776		375,4978	375,4978	6.3800e-003		384,8018

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

Category	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
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555,698 ⁹	2,555,698 ⁹	0.6044		2,570,807 ⁷
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555,698 ⁹	2,555,698 ⁹	0.6044		2,570,807 ⁷

Unmitigated Construction Off-Site

Category	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
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
Vendor	8.6500e-003	0.3363	0.1013	1.5800e-003	0.0542	2.2700e-003	0.0565	0.0156	2.1700e-003	0.0178		166,5731	166,5731	8.8000e-004		174,0639
Worker	0.0893	0.0447	0.6788	1.9600e-003	0.2218	9.9000e-004	0.2228	0.0588	9.1000e-004	0.0597		200,7833	200,7833	4.8800e-003		202,3363
Total	0.0979	0.3810	0.7802	3.5300e-003	0.2760	3.2600e-003	0.2793	0.0745	3.0800e-003	0.0775		367,3564	367,3564	5.7600e-003		376,4002

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

Category	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
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555,698 ⁹	2,555,698 ⁹	0.6044		2,570,807 ⁷
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555,698⁹	2,555,698⁹	0.6044		2,570,807⁷

Mitigated Construction Off-Site

Category	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
	lb/day															
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
Vendor	8.6500e-003	0.3363	0.1013	1.5800e-003	0.0542	2.2700e-003	0.0565	0.0156	2.1700e-003	0.0178		166,5731	166,5731	8.8000e-004	0.0251	174,0539
Worker	0.0893	0.0447	0.6788	1.9500e-003	0.2218	9.9000e-004	0.2228	0.0588	9.1000e-004	0.0597		200,7833	200,7833	4.8800e-003	4.8000e-003	202,3363
Total	0.0979	0.3810	0.7802	3.5300e-003	0.2760	3.2600e-003	0.2793	0.0745	3.0800e-003	0.0775		367,3564	367,3564	5.7600e-003	0.0299	376,4002

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

Category	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
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.0496	0.0248	0.3771	1.0800e-003	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		111.5463	111.5463	2.7100e-003	2.6700e-003	112.4091
Total	0.0496	0.0248	0.3771	1.0800e-003	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		111.5463	111.5463	2.7100e-003	2.6700e-003	112.4091

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction On-Site

Category	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
	lb/day															
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2.207547 ²	2.207547 ²	0.7140		2.225396 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2.207547²	2.207547²	0.7140		2.225396³

Mitigated Construction Off-Site

Category	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
	lb/day															
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
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
Worker	0.0496	0.0248	0.3771	1.0800e-003	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		111.5463	111.5463	2.7100e-003		2.6700e-003
Total	0.0496	0.0248	0.3771	1.0800e-003	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		111.5463	111.5463	2.7100e-003		2.6700e-003

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

Category	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
	lb/day															
Archit. Coating	28.7567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	28.9374	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

Category	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
	lb/day															
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
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
Worker	0.0165	8.2700e-003	0.1257	3.6000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111		37.1821	37.1821	9.0000e-004	8.9000e-004	37.4697
Total	0.0165	8.2700e-003	0.1257	3.6000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111		37.1821	37.1821	9.0000e-004	8.9000e-004	37.4697

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

Category	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
Archit. Coating	28.7567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	28.9374	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

Category	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
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
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
Worker	0.0165	8.2700e-003	0.1257	3.6000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111			37.1821	37.1821	9.0000e-004	37.4697
Total	0.0165	8.2700e-003	0.1257	3.6000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111			37.1821	37.1821	9.0000e-004	37.4697

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Category	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
Mitigated	1.4800	2.0522	15.2311	0.0474	4.2619	0.0281	4.2899	1.1334	0.0262	1.1596	4,342,909	6	4,342,909	0.2869	0.1916	4,407,179
Unmitigated	1.4846	2.0818	15.4772	0.0423	4.3489	0.0286	4.3774	1.1565	0.0266	1.1832	4,428,919	0	4,428,919	0.2913	0.1946	4,494,190

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Single Family Housing	698.56	705.96	632.70	2,022,083	1,981,641		
Total	698.56	705.96	632.70	2,022,083	1,981,641		

4.3 Trip Type Information

Land Use	Miles					Trip %					Trip Purpose %		
	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				
Single Family Housing	10.80	7.30	7.50	48.40	15.90	35.70	86	11	3				

4.4 Fleet Mix

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	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
NaturalGas Mitigated	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363	573.3372	573.3372	573.3372	0.0110	0.0105	576.7443
NaturalGas Unmitigated	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363	573.3372	573.3372	573.3372	0.0110	0.0105	576.7443
	lb/day															
	lb/day															

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	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																
		lb/day															
Single Family Housing	4873.37	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Total		0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443

Mitigated

Land Use	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																
		lb/day															
Single Family Housing	4.87337	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Total		0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Residential Exterior

Category	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
Mitigated	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607
Unmitigated	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607

6.2 Area by SubCategory

Unmitigated

SubCategory	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
Architectural Coating	0.2758					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4422					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0790	0.6751	0.2873	4.3100e-003		0.0546	0.0546		0.0546	0.0546	0.0000	861.8824	861.8824	0.0165	0.0158	867.0041
Landscaping	0.1635	0.0703	6.1025	3.2000e-004		0.0338	0.0338		0.0338	0.0338		10.9929	10.9929	0.0106		11.2566
Total	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

SubCategory	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
Architectural Coating	0.2758					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4422					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0790	0.6751	0.2873		4.3100e-003	0.0546	0.0546		0.0546	0.0546	0.0000	861.8824	861.8824	0.0165	0.0158	867.0041
Landscaping	0.1835	0.0703	6.1025		3.2000e-004	0.0338	0.0338		0.0338	0.0338		10.9929	10.9929	0.0106		11.2566
Total	3.9805	0.7455	6.3898		4.6300e-003	0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607

7.0 Water Detail

7.1 Mitigation Measures Water

TSM 21-0015 - Fresno County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

TSM 21-0015

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	74.00	Dwelling Unit	29.04	160,851.00	237

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 45
 Climate Zone 3 Operational Year 2024
 Utility Company Pacific Gas and Electric Company

CO2 Intensity 203.98 CH4 Intensity 0.033 N2O Intensity 0.004
 (lb/MWhr) (lb/MWhr) (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Gross acreage used. Square footage based on lot size multiplied by minimum FAR of 0.2. Population based on Housing Element persons per household.

Grading - Assumes site is balanced.

Demolition - Assumes 4,000 square feet of buildings to be demolished.

Architectural Coating - Assumes Year 2022 SJVAPCD Rule 4601 applies.

Fleet Mix - Assumes 2024 SJVAPCD Residential Fleet Mix

Woodstoves - No woodstoves per Rule 4901

Area Coating - Assumes Year 2022 SJVAPCD Rule 4601

Land Use Change -

Construction Off-road Equipment Mitigation - Project submit to a Dust Control Plan.

Mobile Land Use Mitigation -

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied
 Area Mitigation - Assumes Year 2022 SJVAPCD Rule 4601

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Residential_Exterior	150	50
tblAreaCoating	Area_EF_Residential_Interior	150	50
tblConsDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.52	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.8290e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	2.9750e-003	2.0000e-003
tblFleetMix	MHD	0.01	8.0000e-003
tblFleetMix	OBUS	7.0700e-004	0.00
tblFleetMix	SBUS	1.4960e-003	2.0000e-004
tblFleetMix	UBUS	2.8900e-004	4.3000e-003
tblLandUse	LandUseSquareFoot	133,200.00	160,851.00
tblLandUse	LotAcreage	24.03	29.04
tblLandUse	Population	212.00	237.00
tblWoodstoves	NumberCatalytic	3.70	0.00
tblWoodstoves	NumberNoncatalytic	3.70	0.00

2.0 Emissions Summary

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	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
	lb/day															
2022	3.6937	38.8937	29.5508	0.0635	19.8049	1.6357	21.4182	10.1417	1.5049	11.6259	0.0000	6,150,481	6,150,481	1.9493	0.0329	6,200,600
2023	1.6668	14.8041	16.9818	0.0303	0.2760	0.7030	0.9791	0.0745	0.6616	0.7360	0.0000	2,907,876	2,907,876	0.6149	0.0313	2,932,587
2024	28.9521	13.8559	16.8552	0.0303	0.2760	0.6166	0.8926	0.0745	0.5800	0.6544	0.0000	2,900,874	2,900,874	0.7170	0.0305	2,925,222
Maximum	28.9521	38.8937	29.5508	0.0635	19.8049	1.6357	21.4182	10.1417	1.5049	11.6259	0.0000	6,150,481	6,150,481	1.9493	0.0329	6,200,600

Mitigated Construction

Year	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
	lb/day															
2022	3.6937	38.8937	29.5508	0.0635	8.9935	1.6357	10.6068	4.5853	1.5049	6.0696	0.0000	6,150,481	6,150,481	1.9493	0.0329	6,200,600
2023	1.6668	14.8041	16.9818	0.0303	0.2760	0.7030	0.9791	0.0745	0.6616	0.7360	0.0000	2,907,876	2,907,876	0.6149	0.0313	2,932,587
2024	28.9521	13.8559	16.8552	0.0303	0.2760	0.6166	0.8926	0.0745	0.5800	0.6544	0.0000	2,900,874	2,900,874	0.7170	0.0305	2,925,222
Maximum	28.9521	38.8937	29.5508	0.0635	8.9935	1.6357	10.6068	4.5853	1.5049	6.0696	0.0000	6,150,481	6,150,481	1.9493	0.0329	6,200,600

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

Category	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
Area	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607
Energy	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Mobile	1.0758	2.3267	14.1798	0.0382	4.3489	0.0286	4.3774	1.1565	0.0267	1.1832		4,013,244 ³	4,013,244 ³	0.3109	0.2063	4,082,499 ³
Total	5.1088	3.5213	20.7607	0.0457	4.3489	0.1533	4.5022	1.1565	0.1514	1.3079	0.0000	5,459,456⁷	5,459,456⁷	0.3490	0.2326	5,537,504²

Mitigated Operational

Category	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
Area	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607
Energy	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Mobile	1.0717	2.2938	13.9866	0.0375	4.2619	0.0281	4.2899	1.1334	0.0262	1.1596		3,935,624 ⁸	3,935,624 ⁸	0.3067	0.2032	4,003,841 ¹
Total	5.1047	3.4884	20.5675	0.0450	4.2619	0.1528	4.4147	1.1334	0.1509	1.2843	0.0000	5,381,837²	5,381,837²	0.3448	0.2295	5,458,846⁰

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Percent Reduction	0.08	0.93	0.93	1.62	2.00	0.34	1.94	2.00	0.32	1.61	0.00	1.42	1.42	1.21	1.35	1.42

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Turn Week	Num Days	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	2/1/2022	5	30		
2	Site Preparation	Site Preparation	2/1/2022	3/1/2022	5	20		
3	Grading	Grading	3/1/2022	5/1/3/2022	5	45		
4	Building Construction	Building Construction	5/1/4/2022	1/1/9/2024	5	440		
5	Paving	Paving	1/20/2024	3/8/2024	5	35		
6	Architectural Coating	Architectural Coating	3/9/2024	4/26/2024	5	35		

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 0

Residential Indoor: 325,723; Residential Outdoor: 108,574; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
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
Demolition	6	15.00	0.00	18.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

Category	ROG	NOK	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
Fugitive Dust					0.1313	0.0000	0.1313	0.0199	0.0000	0.0199			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746,781 2	3,746,781 2	1.0524		3,773,092 0
Total	2.6392	25.7194	20.5941	0.0388	0.1313	1.2427	1.3739	0.0199	1.1553	1.1751		3,746,781 2	3,746,781 2	1.0524		3,773,092 0

Unmitigated Construction Off-Site

Category	ROG	NOK	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
Hauling	2.2200e-003	0.0937	0.0177	3.7000e-004	0.0105	9.2000e-004	0.0114	2.8800e-003	8.8000e-004	3.7600e-003		39.0772	39.0772	3.0000e-004	6.1500e-003	40.9163
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
Worker	0.0516	0.0377	0.3820	1.0300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		104.3029	104.3029	3.7900e-003	3.4900e-003	105.4383
Total	0.0539	0.1314	0.3997	1.4000e-003	0.1337	1.5400e-003	0.1353	0.0356	1.4500e-003	0.0370		143.3801	143.3801	4.0900e-003	9.6400e-003	146.3546

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

Category	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
	lb/day															
Fugitive Dust					0.0591	0.0000	0.0591	8.9400e-003	0.0000	8.9400e-003			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388	1.2427	1.2427	1.2427	1.1553	1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388	0.0591	1.2427	1.3017	8.9400e-003	1.1553	1.1642	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920

Mitigated Construction Off-Site

Category	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
	lb/day															
Hauling	2.2200e-003	0.0937	0.0177	3.7000e-004	0.0105	9.2000e-004	0.0114	2.8800e-003	8.8000e-004	3.7600e-003			39.0772			40.9163
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
Worker	0.0516	0.0377	0.3820	1.0300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333			104.3029			105.4383
Total	0.0539	0.1314	0.3997	1.4000e-003	0.1337	1.5400e-003	0.1353	0.0356	1.4500e-003	0.0370			143.3801			146.3546

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

Category	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
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3.686,061 ⁹	3.686,061 ⁹	1.1922		3,715,865 ⁵
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	14.5860		3,686,061⁹	3,686,061⁹	1.1922		3,715,865⁵

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.0620	0.0452	0.4584	1.2300e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		125.1635	125.1635	4.5400e-003	4.1900e-003	126,5259
Total	0.0620	0.0452	0.4584	1.2300e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		125.1635	125.1635	4.5400e-003	4.1900e-003	126,5259

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

Category	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
	lb/day															
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3.686,061 ⁹	3.686,061 ⁹	1.1922		3,715,865 ⁵
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3.686,061⁹	3.686,061⁹	1.1922		3,715,865⁵

Mitigated Construction Off-Site

Category	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
	lb/day															
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
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
Worker	0.0620	0.0452	0.4584	1.2300e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		125.1635	125.1635	4.5400e-003	4.1900e-003	126,5259
Total	0.0620	0.0452	0.4584	1.2300e-003	0.1479	7.4000e-004	0.1486	0.0392	6.8000e-004	0.0399		125.1635	125.1635	4.5400e-003	4.1900e-003	126,5259

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

Category	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
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6.0114105	6.0114105	1.9442		6.0600158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6.0114105	6.0114105	1.9442		6.0600158

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.0688	0.0503	0.5093	1.3700e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443		139.0705	139.0705	5.0500e-003	4.6600e-003	140.5844
Total	0.0688	0.0503	0.5093	1.3700e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443		139.0705	139.0705	5.0500e-003	4.6600e-003	140.5844

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	PM10			PM2.5			Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total						
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621	1.6349	1.6349	1.6349	1.5041	1.5041	1.5041	0.0000	6,011.4105	1.9442			6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	4.1416	1.6349	5.7765	1.6442	1.5041	3.1483	0.0000	6,011.4105	1.9442			6,060.0158

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	PM10			PM2.5			Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total						
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
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
Worker	0.0688	0.0503	0.5093	1.3700e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443			139.0705	5.0500e-003	4.6600e-003	140.5844
Total	0.0688	0.0503	0.5093	1.3700e-003	0.1643	8.2000e-004	0.1651	0.0436	7.6000e-004	0.0443			139.0705	5.0500e-003	4.6600e-003	140.5844

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	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
	lb/day															
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

Category	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
	lb/day															
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
Vendor	0.0163	0.4405	0.1246	1.6700e-003	0.0542	4.6500e-003	0.0589	0.0156	4.4500e-003	0.0201		176.1861	176.1861	1.3200e-003	0.0266	184.1333
Worker	0.0929	0.0679	0.6875	1.8500e-003	0.2218	1.1100e-003	0.2229	0.0588	1.0200e-003	0.0599		187.7452	187.7452	6.8200e-003	6.2900e-003	189.7889
Total	0.1092	0.5083	0.8121	3.5200e-003	0.2760	5.7600e-003	0.2818	0.0745	5.4700e-003	0.0799		363.9314	363.9314	8.1400e-003	0.0329	373.9222

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

Category	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
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2.554.333 6	2.554.333 6	0.6120		2.569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2.554.333 6	2.554.333 6	0.6120		2.569.632 2

Mitigated Construction Off-Site

Category	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
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
Vendor	0.0163	0.4405	0.1246	1.6700e-003	0.0542	4.6500e-003	0.0589	0.0156	4.4500e-003	0.0201		176.1861	176.1861	1.3200e-003	0.0266	184.1333
Worker	0.0929	0.0679	0.6875	1.8500e-003	0.2218	1.1100e-003	0.2229	0.0588	1.0200e-003	0.0599		187.7452	187.7452	6.8200e-003	6.2900e-003	189.7889
Total	0.1092	0.5083	0.8121	3.5200e-003	0.2760	5.7600e-003	0.2818	0.0745	5.4700e-003	0.0799		363.9314	363.9314	8.1400e-003	0.0329	373.9222

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

Category	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
Off-Road	1.5728	14.3949	16.2440	0.0269		0.6997	0.6997		0.6584	0.6594		2.555,209 ⁹	2.555,209 ⁹	0.6079		2,570,406 ¹
Total	1.5728	14.3949	16.2440	0.0269		0.6997	0.6997		0.6584	0.6594		2,555,209 ⁹	2,555,209 ⁹	0.6079		2,570,406 ¹

Unmitigated Construction Off-Site

Category	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	
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	
Vendor	8.3400e-003	0.3599	0.1073	1.6100e-003	0.0542	2.2600e-003	0.0565	0.0156	2.1600e-003	0.0178		169,7911	169,7911	9.0000e-004		0.0256	177,4325
Worker	0.0867	0.0594	0.6305	1.7900e-003	0.2218	1.0500e-003	0.2228	0.0588	9.6000e-004	0.0598		182,8756	182,8756	6.1300e-003		5.7700e-003	184,7493
Total	0.0941	0.4192	0.7378	3.4000e-003	0.2760	3.3100e-003	0.2793	0.0745	3.1200e-003	0.0776		352,6667	352,6667	7.0300e-003		0.0313	362,1818

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

Category	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
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209 ⁹	2,555,209 ⁹	0.6079		2,570,406 ¹
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209⁹	2,555,209⁹	0.6079		2,570,406¹

Mitigated Construction Off-Site

Category	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
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
Vendor	8.3400e-003	0.3599	0.1073	1.6100e-003	0.0542	2.2600e-003	0.0565	0.0156	2.1600e-003	0.0178		169,791 ¹	169,791 ¹	9.0000e-004	0.0256	177,4325
Worker	0.0857	0.0594	0.6305	1.7900e-003	0.2218	1.0500e-003	0.2228	0.0588	9.6000e-004	0.0598		182,8756	182,8756	6.1300e-003	5.7700e-003	184,7493
Total	0.0941	0.4192	0.7378	3.4000e-003	0.2760	3.3100e-003	0.2793	0.0745	3.1200e-003	0.0776		352,6667	352,6667	7.0300e-003	0.0313	362,1818

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

Category	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
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555,698 ⁹	2,555,698 ⁹	0.6044		2,570,807 ⁷
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555,698⁹	2,555,698⁹	0.6044		2,570,807⁷

Unmitigated Construction Off-Site

Category	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
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
Vendor	8.1000e-003	0.3598	0.1048	1.5800e-003	0.0542	2.2700e-003	0.0565	0.0156	2.1800e-003	0.0178		186,8946	186,8946	8.5000e-004	0.0251	174,4051
Worker	0.0794	0.0524	0.5836	1.7300e-003	0.2218	9.9000e-004	0.2228	0.0588	9.1000e-004	0.0597		178,2806	178,2806	5.5200e-003	5.3400e-003	180,0094
Total	0.0875	0.4121	0.6884	3.3100e-003	0.2760	3.2600e-003	0.2793	0.0745	3.0900e-003	0.0775		345,1752	345,1752	6.3700e-003	0.0305	354,4145

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

Category	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
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

Category	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
	lb/day															
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
Vendor	8.1000e-003	0.3598	0.1048	1.5800e-003	0.0542	2.2700e-003	0.0565	0.0156	2.1800e-003	0.0178		166.8946	166.8946	8.5000e-004	0.0251	174.4051
Worker	0.0794	0.0524	0.5836	1.7300e-003	0.2218	9.9000e-004	0.2228	0.0688	9.1000e-004	0.0597		178.2806	178.2806	5.3200e-003	5.3400e-003	180.0094
Total	0.0875	0.4121	0.6884	3.3100e-003	0.2760	3.2600e-003	0.2793	0.0745	3.0900e-003	0.0775		345.1752	345.1752	6.3700e-003	0.0305	354.4145

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

Category	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
	lb/day															
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2.207547 ²	2.207547 ²	0.7140		2.225396 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2.207547²	2.207547²	0.7140		2.225396³

Unmitigated Construction Off-Site

Category	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
	lb/day															
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
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
Worker	0.0441	0.0291	0.3242	9.6000e-004	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		99.0448	99.0448	3.0700e-003	2.9700e-003	100.0052
Total	0.0441	0.0291	0.3242	9.6000e-004	0.1232	5.5000e-004	0.1238	0.0327	5.1000e-004	0.0332		99.0448	99.0448	3.0700e-003	2.9700e-003	100.0052

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

Category	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
Archit. Coating	28.7567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	28.9374	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

Category	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
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
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
Worker	0.0147	9.6900e-003	0.1081	3.2000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111		33.0149	33.0149	1.0200e-003	9.9000e-004	33.3351
Total	0.0147	9.6900e-003	0.1081	3.2000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111		33.0149	33.0149	1.0200e-003	9.9000e-004	33.3351

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

Category	lb/day															
	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
Archit. Coating	28.7567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	28.9374	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

Category	lb/day															
	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
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
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
Worker	0.0147	9.6900e-003	0.1081	3.2000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111			33.0149	33.0149	1.0200e-003	33.3351
Total	0.0147	9.6900e-003	0.1081	3.2000e-004	0.0411	1.8000e-004	0.0413	0.0109	1.7000e-004	0.0111			33.0149	33.0149	1.0200e-003	33.3351

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Category	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
	lb/day															
Mitigated	1,0717	2,2938	13,9866	0,0375	4,2619	0,0281	4,2899	1,1334	0,0262	1,1596	3,935,624	8	3,935,624	0,3067	0,2032	4,003,841
Unmitigated	1,0758	2,3267	14,1798	0,0382	4,3499	0,0286	4,3774	1,1565	0,0267	1,1832	4,013,244	3	4,013,244	0,3109	0,2063	4,082,499

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Single Family Housing	698.56	705.96	632.70	2,022,083	1,981,641		
Total	698.56	705.96	632.70	2,022,083	1,981,641		

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	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	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	48.40	15.90	35.70	86	11	3						

4.4 Fleet Mix

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	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
	lb/day															
Natural Gas Mitigated	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Natural Gas Unmitigated	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10 lb/day	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4 lb/day	N2O	CO2e
Single Family Housing	4873.37	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Total		0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443

Mitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10 lb/day	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4 lb/day	N2O	CO2e
Single Family Housing	4.87337	0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443
Total		0.0526	0.4491	0.1911	2.8700e-003		0.0363	0.0363		0.0363	0.0363		573.3372	573.3372	0.0110	0.0105	576.7443

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Residential Exterior

Category	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
	lb/day															
Mitigated	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2807
Unmitigated	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2807

6.2 Area by SubCategory

Unmitigated

SubCategory	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
	lb/day															
Architectural Coating	0.2758					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4422					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0790	0.6751	0.2873	4.3100e-003		0.0546	0.0546		0.0546	0.0546	0.0000	861.8824	861.8824	0.0165	0.0158	867.0041
Landscaping	0.1835	0.0703	6.1025	3.2000e-004		0.0338	0.0338		0.0338	0.0338		10.9929	10.9929	0.0106		11.2566
Total	3.9805	0.7455	6.3898	4.6300e-003		0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2807

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory
Mitigated

SubCategory	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
Architectural Coating	0.2758					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4422					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0790	0.6751	0.2873		4.3100e-003	0.0546	0.0546		0.0546	0.0546	0.0000	861.8824	861.8824	0.0165	0.0158	867.0041
Landscaping	0.1835	0.0703	6.1025		3.2000e-004	0.0338	0.0338		0.0338	0.0338		10.9929	10.9929	0.0106		11.2566
Total	3.9805	0.7455	6.3898		4.6300e-003	0.0884	0.0884		0.0884	0.0884	0.0000	872.8752	872.8752	0.0271	0.0158	878.2607

7.0 Water Detail

7.1 Mitigation Measures Water

TSM 21-0015 - Fresno County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix B

Biological Resources Information

City of Fowler

Tentative Subdivision Map No. 21-0015 Project

Biological Resources Information

California Natural Diversity Database (CNDDDB) Report – Nine Quad Element Search

- A thorough search of the CNDDDB for published accounts of special status plant and animal species was conducted for the Porterville 7.5-minute quadrangles that contains the Project site in its entirety, and for the eight surrounding quadrangles: Frazier Valley, Lindsay, Cairns Corner, Success Dam, Sausalito School, Ducor, Woodville, and Fountain Springs.
- Report ran on September 3, 2021.
 - 20 special status animal species have been documented in the Area of Potential Effect (APE).
 - With mitigation measures outlined in Chapter 3 and Chapter 4, potential impacts nesting birds would be reduced to less than significant.
 - 12 special status plant species have been documented in the Project.
 - Mitigation is not warranted for special status plants due to ongoing disturbance and/or absence of suitable habitat.

IPaC System - Explore Locations Resources

- Report ran on September 10, 2021.
- There are no critical habitats in the Project APE.

California Natural Diversity Database Report – 9 Quad Element Search



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad (Malaga (3611966) OR Sanger (3611965) OR Selma (3611955) OR Conejo (3611956) OR Caruthers (3611957) OR Fresno South (3611967) OR Fresno North (3611977) OR Clovis (3611976) OR Round Mountain (3611975))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
alkali-sink goldfields <i>Lasthenia chrysantha</i>	PDAST5L030	None	None	G2	S2	1B.1
American badger <i>Taxidea taxus</i>	AMAJF04010	None	None	G5	S3	SSC
Antloch efferian robberfly <i>Efferia antiochi</i>	IIDIP07010	None	None	G1G2	S1S2	
black-crowned night heron <i>Nycticorax nycticorax</i>	ABNGA11010	None	None	G5	S4	
bristly sedge <i>Carex comosa</i>	PMCYP032Y0	None	None	G5	S2	2B.1
burrowing owl <i>Athene cunicularia</i>	ABNSB10010	None	None	G4	S3	SSC
California glossy snake <i>Arizona elegans occidentalis</i>	ARADB01017	None	None	G5T2	S2	SSC
California jewelflower <i>Caulanthus californicus</i>	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
California linderiella <i>Linderiella occidentalis</i>	ICBRA06010	None	None	G2G3	S2S3	
California satintail <i>Imperata brevifolia</i>	PMPOA3D020	None	None	G4	S3	2B.1
California tiger salamander - central California DPS <i>Ambystoma californiense pop. 1</i>	AAAAA01181	Threatened	Threatened	G2G3	S3	WL
coast horned lizard <i>Phrynosoma blainvillii</i>	ARACF12100	None	None	G3G4	S3S4	SSC
Crotch bumble bee <i>Bombus crotchii</i>	IHYM24480	None	Candidate Endangered	G3G4	S1S2	
double-crested cormorant <i>Phalacrocorax auritus</i>	ABNFD01020	None	None	G5	S4	WL
forked hare-leaf <i>Lagophylla dichotoma</i>	PDAST5J070	None	None	G2	S2	1B.1
Fresno kangaroo rat <i>Dipodomys nitratoides exilis</i>	AMAFD03151	Endangered	Endangered	G3TH	SH	
great egret <i>Ardea alba</i>	ABNGA04040	None	None	G5	S4	
Greene's tuctoria <i>Tuctoria greenei</i>	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
hoary bat <i>Lasiurus cinereus</i>	AMACC05030	None	None	G3G4	S4	



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Hurd's metapogon robberfly <i>Metapogon hurdi</i>	IIDIP08010	None	None	G1G2	S1S2	
least Bell's vireo <i>Vireo bellii pusillus</i>	ABPBW01114	Endangered	Endangered	G5T2	S2	
Madera leptosiphon <i>Leptosiphon serrulatus</i>	PDPLM09130	None	None	G3	S3	1B.2
midvalley fairy shrimp <i>Branchinecta mesovallensis</i>	ICBRA03150	None	None	G2	S2S3	
molestan blister beetle <i>Lytta molesta</i>	IICOL4C030	None	None	G2	S2	
Northern California legless lizard <i>Anniella pulchra</i>	ARACC01020	None	None	G3	S3	SSC
Northern Claypan Vernal Pool <i>Northern Claypan Vernal Pool</i>	CTT44120CA	None	None	G1	S1.1	
Northern Hardpan Vernal Pool <i>Northern Hardpan Vernal Pool</i>	CTT44110CA	None	None	G3	S3.1	
pallid bat <i>Antrozous pallidus</i>	AMACC10010	None	None	G4	S3	SSC
San Joaquin adobe sunburst <i>Pseudobahia peirsonii</i>	PDAST7P030	Threatened	Endangered	G1	S1	1B.1
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	AMAJA03041	Endangered	Threatened	G4T2	S2	
San Joaquin pocket mouse <i>Perognathus inornatus</i>	AMAFD01060	None	None	G2G3	S2S3	
San Joaquin Valley Orcutt grass <i>Orcuttia inaequalis</i>	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Sanford's arrowhead <i>Sagittaria sanfordii</i>	PMALI040Q0	None	None	G3	S3	1B.2
snowy egret <i>Egretta thula</i>	ABNGA06030	None	None	G5	S4	
spiny-sepaled button-celery <i>Eryngium spinosepalum</i>	PDAP10Z0Y0	None	None	G2	S2	1B.2
succulent owl's-clover <i>Castilleja campestris var. succulenta</i>	PDSCR0D3Z1	Threatened	Endangered	G4?T2T3	S2S3	1B.2
Swainson's hawk <i>Buteo swainsoni</i>	ABNKC19070	None	Threatened	G5	S3	
tricolored blackbird <i>Agelaius tricolor</i>	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	IICOL48011	Threatened	None	G3T2	S3	
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	ICBRA03030	Threatened	None	G3	S3	



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
western mastiff bat <i>Eumops perotis californicus</i>	AMACD02011	None	None	G4G5T4	S3S4	SSC
western pond turtle <i>Emys marmorata</i>	ARAAD02030	None	None	G3G4	S3	SSC
western spadefoot <i>Spea hammondi</i>	AAABF02020	None	None	G2G3	S3	SSC
western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	ABNRB02022	Threatened	Endangered	G5T2T3	S1	

Record Count: 44

IPaC System - Explore Locations Resources

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

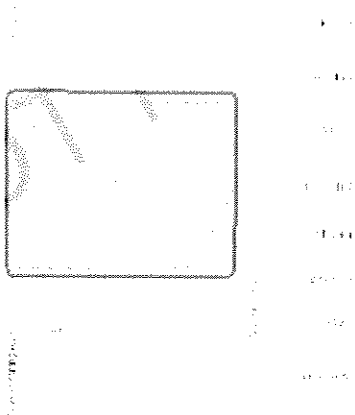
Project information

NAME

City of Fowler Marshall Estates

LOCATION

Fresno County, California



DESCRIPTION

None

Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Fresno Kangaroo Rat *Dipodomys nitratoides exilis* **Endangered**
 Wherever found
 There is **final** critical habitat for this species. The location of the critical habitat is not available.
<http://ecos.fws.gov/ecp/species/5150>

San Joaquin Kit Fox *Vulpes macrotis mutica* **Endangered**
 Wherever found
 No critical habitat has been designated for this species.
<http://ecos.fws.gov/ecp/species/2873>

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> There is final critical habitat for this species. The location of the critical habitat is not available. http://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard <i>Gambelia silus</i> Wherever found No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/625	Endangered
Giant Garter Snake <i>Thamnophis gigas</i> Wherever found No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. http://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> There is final critical habitat for this species. The location of the critical habitat is not available. http://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. http://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/9743	Candidate

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. http://ecos.fws.gov/ecp/species/498	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

THERE ARE NO MIGRATORY BIRDS OF CONSERVATION CONCERN EXPECTED TO OCCUR AT THIS LOCATION.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds

guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize

potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted.

Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix C

Cultural Resources Information

City of Fowler

Tentative Subdivision

Map No. 21-0015 Project

Cultural Resources Information

Southern San Joaquin Valley Information Center, CSU Bakersfield, California Historical Resources Information System: Record Search 21-254, dated July 6, 2021.

- There have been no previous cultural resource studies conducted within the project area.
- There has been one cultural resource study conducted within a one-quarter mile radius, FR-00288.
- There are no recorded resources within the project area, and it is not known if any exist.
- There are two recorded cultural resources within the one-quarter mile radius, P-10-002864 and P-10-004423. These resources are an historic era trash scatter and an historic era park, respectively.
- There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

AB 52 Consultation pursuant to Public Resource Code Section 21080.3.1

- The City of Fowler has received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe.
- A Tribal Consultation Notification Request Letter was sent out by the City of Fowler via certified mail dated June 8, 2021, which included a Project Description, map of the APE and a Topo map.
- No correspondence has been received by the City of Fowler pursuant to the Tribal Consultation Notification Request Letter.

CHRIS – Record Search Results



To: Jacqueline Lancaster
Provost & Pritchard Consulting Group
130 N. Garden Street
Visalia, CA 93291

Record Search 21-254

Date: July 6, 2021

Re: City of Fowler, Tentative Subdivision Map 21-0015

County: Fresno

Map(s): Malaga 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There has been one study conducted within a one-half mile radius, FR-00288.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded resources within the project area, and it is not known if any exist there. There are two recorded resources within the one-half mile radius, P-10-002864 and P-10-004423. These resources are an historic era trash scatter and an historic era park, respectively.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of a subdivision of approximately 29 acres to allow for the creation of 103 single-family residential lots. Further, we understand two residences that currently exist in the project area, one of which was built in 1925, will be demolished as part of the project activities. Because no cultural resource studies have taken place on this project area, it is unknown if any cultural resources are present. Therefore, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. Further, according to our records, the existing structures have never been recorded or evaluated for historical significance. We recommend a qualified, professional consultant record and evaluate the structure prior to demolition. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

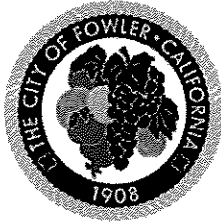
By:

Celeste M. Thomson, Coordinator

Date: July 6, 2021

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

AB 52 Tribal Consultation



June 18, 2021

Santa Rosa Indian Community of the Santa Rosa Rancheria
Leo Sisco, Chairman
C/O Cultural Department
P.O. Box 8
Lemoore, CA 93245

Subject: Consultation pursuant to Assembly Bill 52 for Tentative Subdivision Map No. 21-0015, located on the east side of South Armstrong Avenue between East Hogan and East Adams Avenues in the City of Fowler, Fresno County, CA

Dear Chairman Sisco:

The City of Fowler is the Lead Agency for the project described above. The City is requesting your review to determine if formal consultation is appropriate pursuant to Public Resources Code Section 21080.3.1, *et seq.* (Assembly Bill 52). The project proposes the following activities at Fresno County Assessor's Parcel No. 340-130-14:

Subdivision of a 29.04-gross acre parcel for the purposes of creating a 103-lot single-family residential subdivision. An approximately 2.09-acre ponding basin and 1.54-acre park would be constructed within the subdivision.

We understand that pursuant to Public Resources Code Subdivision 21080.3.1(d) the Tribe has 30 days from receipt of this letter to request formal consultation. Please call Jarred Olsen at (559) 636-1166 Ext 535 or email at dmurple@ci.fowler.ca.us with any questions.

Respectfully,

Dawn Marple
City Planner

Enclosures: Quad Map

Appendix D

Soils Report

Natural Resource Conservation Services - Custom Soil Resource Report



United States
Department of
Agriculture

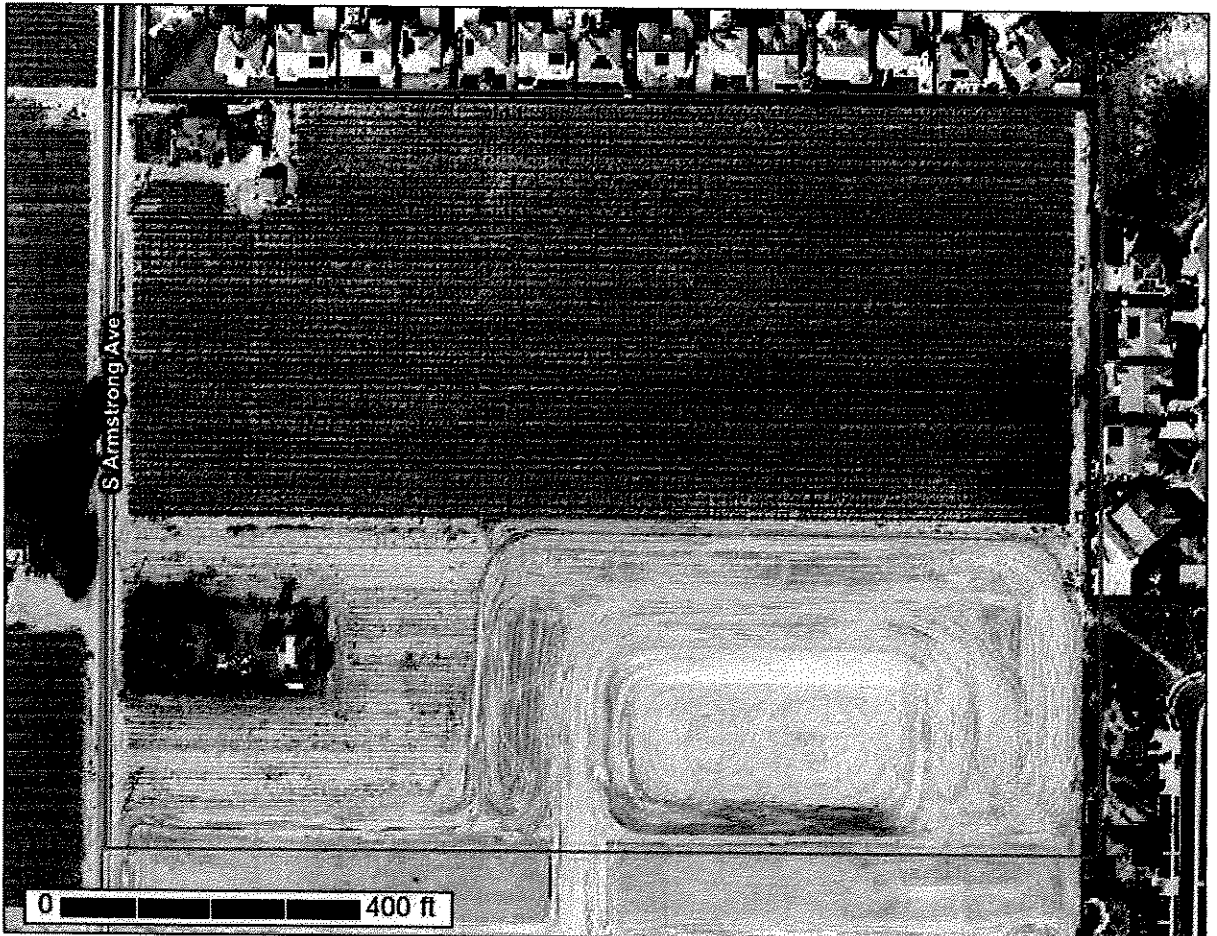
NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Eastern Fresno Area, California

Marshall Estates II



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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alternative means for communication of program information (Braille, large print, audiotope, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

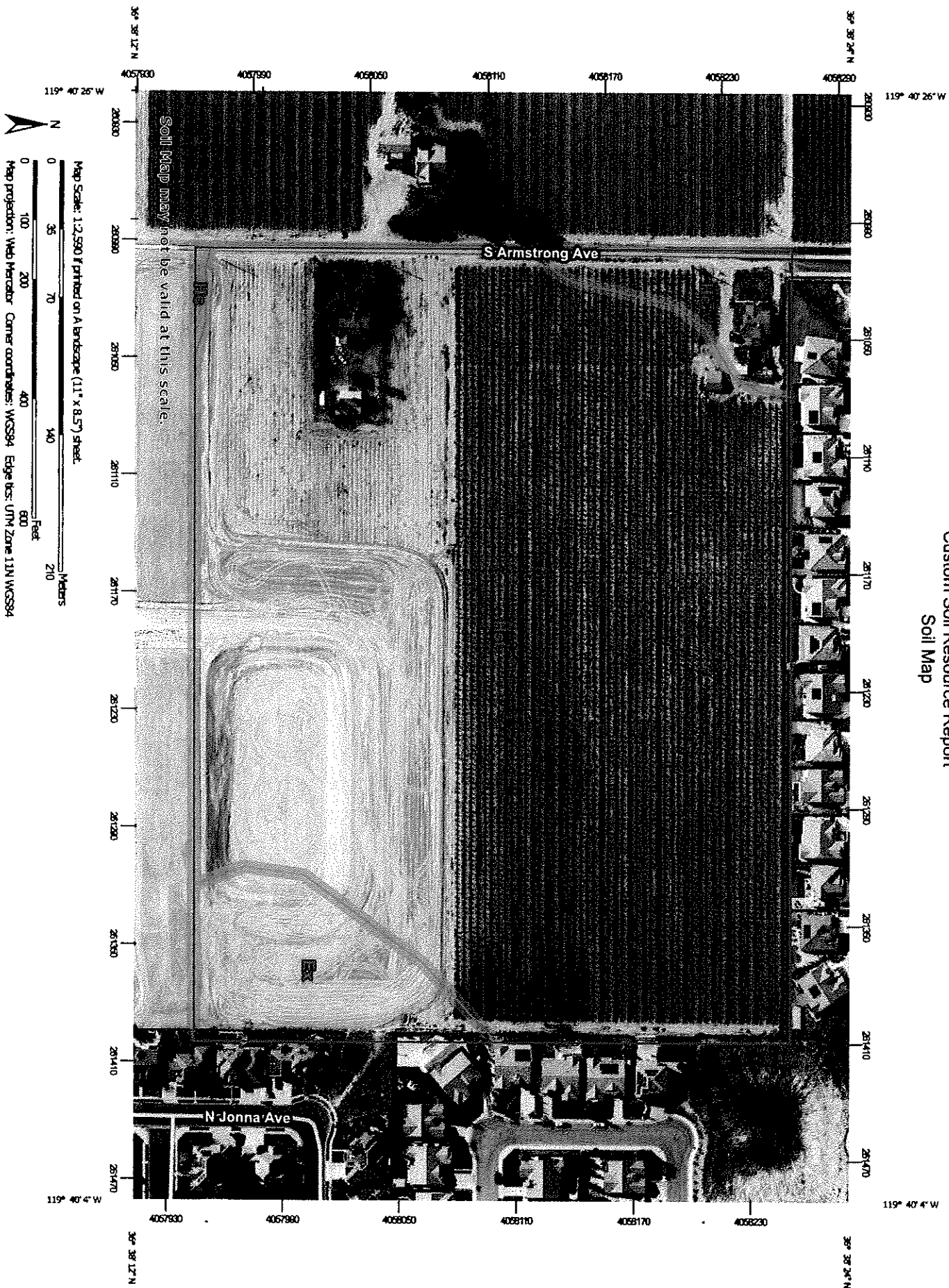
Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



MAP LEGEND

- Area of Interest (AOI)
- Area of Interest (AOI)
- Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points
- Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Stony Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features**
- Water Features**
- Streams and Canals
- Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads
- Background**
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Eastern Fresno Area, California
 Survey Area Data: Version 13, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 21, 2021—Feb 1, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ex	Exeter loam	2.3	7.6%
Hc	Hanford sandy loam	1.3	4.1%
Hst	Hesperia fine sandy loam, deep	27.2	88.3%
Totals for Area of Interest		30.8	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

Custom Soil Resource Report

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Eastern Fresno Area, California

Ex—Exeter loam

Map Unit Setting

National map unit symbol: hl3w
Elevation: 200 to 450 feet
Mean annual precipitation: 9 to 14 inches
Mean annual air temperature: 61 to 64 degrees F
Frost-free period: 225 to 275 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Exeter and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Exeter

Setting

Landform: Stream terraces
Landform position (two-dimensional): Foothlope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 15 inches: loam
Bt - 15 to 30 inches: loam
Bqm - 30 to 40 inches: cemented

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: 20 to 40 inches to duripan
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 4.6 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: C
Hydric soil rating: No

Minor Components

Unnamed

Percent of map unit: 14 percent
Landform: Stream terraces
Hydric soil rating: No

Custom Soil Resource Report

Unnamed, ponded

Percent of map unit: 1 percent
Landform: Depressions on stream terraces
Hydric soil rating: Yes

Hc—Hanford sandy loam

Map Unit Setting

National map unit symbol: h15f
Elevation: 200 to 500 feet
Mean annual precipitation: 8 to 15 inches
Mean annual air temperature: 61 to 63 degrees F
Frost-free period: 250 to 275 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Hanford and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Hanford

Setting

Landform: Alluvial fans, flood plains
Landform position (two-dimensional): Footslope, toeslope
Landform position (three-dimensional): Base slope, rise
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 16 inches: sandy loam
C - 16 to 72 inches: sandy loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 7.8 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A

Custom Soil Resource Report

Hydric soil rating: No

Minor Components

Unnamed

Percent of map unit: 10 percent

Landform: Alluvial fans, flood plains

Hydric soil rating: No

Unnamed, channeled

Percent of map unit: 5 percent

Landform: Channels on alluvial fans

Hydric soil rating: No

Hst—Hesperia fine sandy loam, deep

Map Unit Setting

National map unit symbol: 2yc9g

Elevation: 230 to 310 feet

Mean annual precipitation: 9 to 12 inches

Mean annual air temperature: 63 to 64 degrees F

Frost-free period: 314 to 327 days

Farmland classification: Prime farmland if irrigated

Map Unit Composition

Hesperia, deep, and similar soils: 85 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Hesperia, Deep

Setting

Landform: Alluvial fans

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Coarse-loamy alluvium derived from igneous and metamorphic rock

Typical profile

Ap1 - 0 to 5 inches: fine sandy loam

Ap2 - 5 to 11 inches: fine sandy loam

Bt - 11 to 32 inches: fine sandy loam

Btk - 32 to 43 inches: fine sandy loam

2Bdk - 43 to 63 inches: stratified silt loam

2Cd - 63 to 79 inches: stratified silt loam

Properties and qualities

Slope: 0 percent

Depth to restrictive feature: 43 inches to densic material

Drainage class: Well drained

Custom Soil Resource Report

Runoff class: Negligible

Capacity of the most limiting layer to transmit water (Ksat): Moderately low (0.01 to 0.14 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: Rare

Frequency of ponding: None

Calcium carbonate, maximum content: 5 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Sodium adsorption ratio, maximum: 2.0

Available water supply, 0 to 60 inches: Low (about 5.4 inches)

Interpretive groups

Land capability classification (irrigated): 2s

Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: B

Hydric soil rating: No

Minor Components

Unnamed, reclaimed

Percent of map unit: 10 percent

Landform: Fan skirts

Hydric soil rating: No

Unnamed, loam surface

Percent of map unit: 5 percent

Landform: Alluvial fans

Hydric soil rating: No

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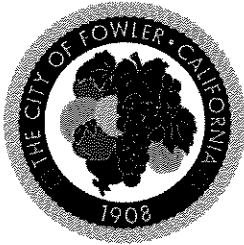
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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelp2db1043084>

Custom Soil Resource Report

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ITEM NO: 7-Ci

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: David Peters, City Engineer

SUBJECT

Discussion Regarding SKGSA Fiscal Year (FY) 2021-2022 Budget.

RECOMMENDATION

N/A

BACKGROUND

In 2017, the City of Fowler formed a Joint Powers Authority (JPA) with the cities of Sanger, Parlier and Kingsburg, as well as the Del Rey Community Services District, to act as a Groundwater Sustainability Agency (GSA) as defined by the Sustainable Groundwater Management Act. The JPA is designated as the South Kings Groundwater Sustainability Agency (SKGSA).

Annually, the SKGSA adopts a preliminary budget in the spring of each year. That preliminary budget is transmitted to each member agency such that the annual contribution can be included in each agency's annual budget. After July 1 of each year, the SKGSA invoices the member agencies for their annual contribution.

The City Engineer will provide a review of the FY 2021/22 SKGSA budget as requested by Council.

FISCAL IMPACT

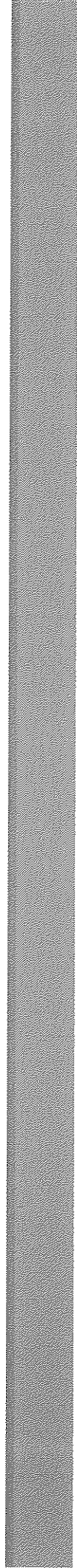
Membership in the SKGSA requires an annual contribution from the City to the GSA for operations associated with compliance with the Sustainable Groundwater Management Act.

Attachments:

PowerPoint Presentation

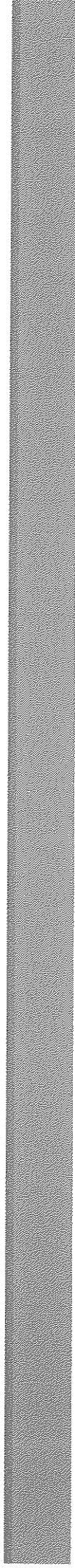


SKGSA Budget Review



Budget Timeline

- SKGSA was formed in June 2017.
- Received \$265,000 grant in FY 2017/2018
- First SKGSA budget adopted in June 2018
- SKGSA budget allocated to member agencies based on gross water pumped.
- Fowler contribution is approximately 13% of SKGSA budget.
- In August 2019, SKGSA entered into an agreement with CID for purchase of surface water. Payments began in September 2020.



FY 2018-22 Budget Summary

Revenue						
Account	Account Description	GSA Description	FY 18/19	FY 19/20	FY 20/21	FY 21/22
New	Agency Contributions	Contribution to GSA	26,000	190,000	460,000	1,265,000
New	Grants	Prop 1 Grant Funding	214,000			2,640,110
New	Grants	Prop 68 Grant Funding				
Total Revenue			240,000	190,000	460,000	3,905,110
Expense						
Account	Account Description	GSA Description	FY 18/19	FY 19/20	FY 20/21	FY 21/22
6290	Professional Services	Prepare Groundwater Sustainability Plan (GSP)	150,000	150,000		
New	Capital Costs	Surface Water Purchase			395,000	1,185,000
New	Agency Coordination	GSP Coordination	75,000	25,000		
New	Agency Administration	Administrative Expenses	15,000	15,000	15,000	30,000
6290	Professional Services	Miscellaneous Services			50,000	50,000
6290	Professional Services	N. Sanger Recharge Basin - Prop 68			50,000	2,640,110
Total Expenses			240,000	190,000	460,000	3,905,110

Summary of Fowler SKGSA Contributions

Year	SKGSA Contribution	CID Contribution	Theoretical CID Contribution
2017	\$0	\$76,323	--
2018	\$3,471		\$96,065.83
2019	\$25,365		\$136,543.08
2020	\$54,314		\$167,730.37
2021	\$165,684		\$202,636.64

Member Agency Budget Comparison

FISCAL YEAR
 Total GSA Contribution

FY 21-22
 \$ 1,265,000

Local Agency Budget Requirements		FY 21-22
Fowler	13.10%	\$ 165,684
Del Rey	6.24%	\$ 78,888
Kingsburg	21.69%	\$ 274,402
Parlier	16.17%	\$ 204,499
Sanger	42.81%	\$ 541,527
TOTALS	100%	\$ 1,265,000

2020 Calendar Year Groundwater Pumped (A-F)		% of Total
Fowler	1844	13.10%
Del Rey	878	6.24%
Kingsburg	3054	21.69%
Parlier	2276	16.17%
Sanger	6027	42.81%
TOTALS	14079	100.00%

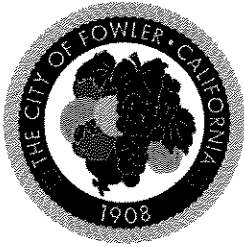


Returns on Contribution

- Funds SKGSA recharge basin projects
- Funds purchase of recharge water
- Funds operations of SKGSA (incl. meetings, reporting, etc.)
- Allows for compliance with Sustainable Groundwater Management Act (SGMA).

Funding

- Contributions funded through water rates & developer impact fees on new development.
- Recently issued Request for Proposal for water rate study (due 12/17/21)
- Study will develop needs through staff & council workshops
- Adequacy of rates will be evaluated, and any recommended rate increases would be pursued through the Prop 218 process.



ITEM NO: 7-Cii

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: Dario Dominguez, Public Works Director

SUBJECT

Receive analysis from ARC Alternatives on their third-party review of the City's proposals for the Solar/Energy Conservation Project.

Provide Staff direction on next steps for the Project, which may include authorizing the City Manager or designee to negotiate a Project Agreement with the selected vendor.

BACKGROUND

On October 5, 2020, the City released a Request for Qualifications (RFQ) for the Energy Conservation and Energy Generation Project and received one response from Sitelogiq Inc. Sitelogiq proposed two solar array sites at the cost of \$1,339,595.00. Staff began negotiations with Sitelogiq and in the course of negotiations Staff felt it was in the best interest of the City to solicit additional proposals and include additional potential sites. As part of this due diligence, staff contacted four additional solar companies and received two additional proposals for three total solar array sites within the City. Staff provided SitelogIQ with the opportunity to revisit its proposal and provide an updated proposal including the opportunity to include the third solar array site proposed in the other two proposals.

On July 20, 2021, staff presented the three proposals to Council. Each solar provider was available to answer Council questions about their proposals and qualifications. During that meeting, Council directed staff to meet with each solar provider to obtain additional information, obtain a breakdown of their cost estimates and return to Council.

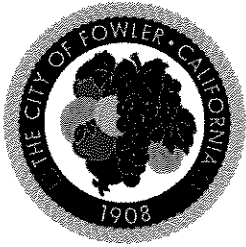
Staff requested the additional information from each of the solar providers and provided a week to respond. Subsequently, one of the solar providers withdrew from the process. On August 3, 2021, staff presented a side-by-side comparison of the remaining two proposals. After much discussion, Council directed staff to work with a third-party solar consultant to review the proposals and bring one recommendation back to Council.

Per the Informal Competitive Purchasing Policy, Staff solicited three bids for the third-party analysis. ARC Alternatives was selected to perform the third-party analysis based upon their experience, cost

and ability to complete the work in a timely matter. ARC Alternatives scope of services included virtual attendance at a Council meeting to present findings and answer questions. Mr. Russell Driver, Principal and Co-Founder of ARC Alternatives, will be virtually attending the meeting to present the findings, recommendations and answer any questions Council may have. Staff will then be seeking direction from Council on next steps, which may include contract negotiations with the recommended firm.

FISCAL IMPACT

N/A



ITEM NO: 7-Ciii

REPORT TO THE CITY COUNCIL

December 7, 2021

FROM: David Peters, City Engineer

SUBJECT

Review alternatives and provide staff direction regarding potential request to Caltrans to add median treatment to the State Route 99 improvement project.

RECOMMENDATION

Select an alternative and direct staff to request adding median barrier treatments within Fowler city limits.

BACKGROUND

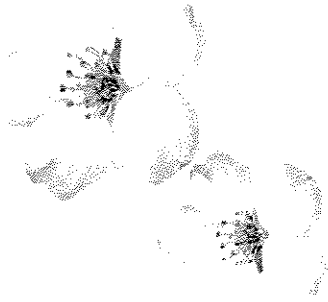
Caltrans is currently beginning construction on an improvement project on State Route 99 from Fowler to Selma to add additional lanes to the freeway. The project will construct a concrete median barrier in the area currently occupied by oleanders to accommodate the additional lane. The project will cost \$67M and will be completed by Fall 2023.

FISCAL IMPACT

None. The median treatments would be paid for as part of the Caltrans project.

Attachments

- Median barrier treatment options



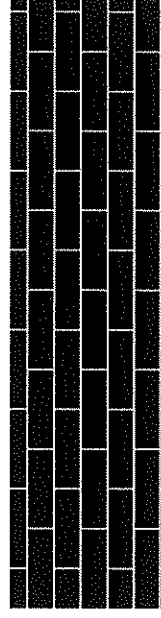
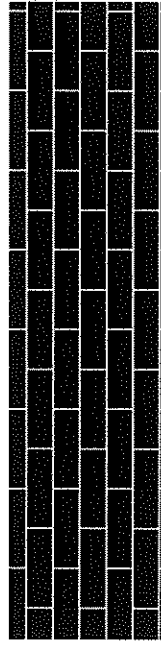
Option 1



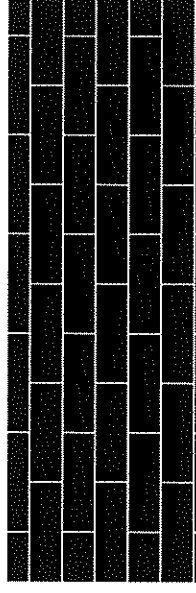
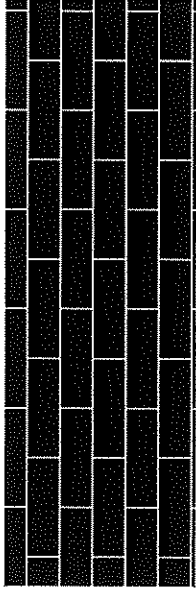
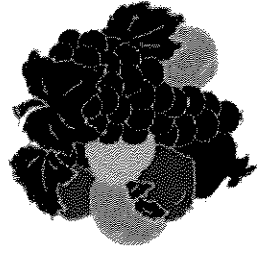
Option 2



Option 3



Median Treatment



Median Treatment