Final Mitigated Negative Declaration and Initial Study on the FAT*Forward* Project at

FRESNO YOSEMITE International Airport

FAT*Forward*

Prepared for:
City of Fresno Airports Department
4995 E. Clinton Way
Fresno, CA 93727-1525

February 2020

FINAL

MITIGATED NEGATIVE DECLARATION

AND INITIAL STUDY

ON THE FAT*FORWARD* PROJECT AT

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Prepared for:

City of Fresno Airports Department

4995 E. Clinton Way

Fresno, CA 93727-1525

Prepared by:

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February 2020

FRESNO YOSEMITE
International Airport

FAT Forward

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City of Fresno, Fresno County, California

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ACRONYMS AND ABBREVIATIONS

ACRONYMS AND ABBREVIATIONS

AB - Assembly Bill
AB 2067 - *Urban Water Management Plans Act*
AC - asphalt concrete
ALP - airport layout plan
ALUCP - airport land use compatibility plan
AMP - airport master plan
APE - Area of Potential Effect
APU - auxiliary power unit
ARFF - aircraft rescue and firefighting
ASHRAE - American Society of Heating, Refrigerating, and Air-Conditioning Engineers
ATO - Air Traffic Organization

Basin Plan - *Water Quality Control Plan for the Central Valley Region*
BIO - Biological Resources
BMP - best management practice
BPS - best performance standards

CAA - *Clean Air Act*
CAAQS - California Ambient Air Quality Standards
CAGR - compound annual growth rate
CalEEMod - California Emissions Estimator Model
CalEPA - California Environmental Protection Agency
CAL FIRE - California Department of Forestry and Fire Protection
CALGreen - 2016 California Green Building Standards Code
Cal OES - California Governor's Office of Emergency Services
CANG - California Air National Guard
Caltrans - California Department of Transportation
CAPCOA - California Air Pollution Control Officers Association
CARB - California Air Resources Board
CCAA - *California Clean Air Act*
CCAP - Climate Change Action Plan
CCR - California Code of Regulations
CDC - California Department of Conservation
CDFW - California Department of Fish and Wildlife
CEQA - *California Environmental Quality Act*
CERCLA - *Comprehensive Environmental Response, Compensation, and Liability Act*
CESA - *California Endangered Species Act*
CFR - Code of Federal Regulations
CGS - California Geological Survey
CH_4 - methane
city - City of Fresno
CNEL - Community Noise Equivalent Level
CNG - compressed natural gas

CNPS - California Native Plant Society
CO - carbon monoxide
CO_2 - carbon dioxide
CO_{2e} - carbon dioxide equivalent
COG - Council of Governments
county - Fresno County
CRHR - California Register of Historical Resources
CSU - California State University
CWA - *Clean Water Act*
cy - cubic yard(s)

dB - decibel
dBA - A-weighted decibel
DOT - Department of Transportation
DPM - diesel particulate matter
DTSC - California Department of Toxic Substance Control

E - East
EDA - Explosive Detection System
e.g. - example
EIR - Environmental Impact Report
E.O. - Executive Order
EPA - Environmental Protection Agency

FAA - Federal Aviation Administration
Farmland - Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FAT - Fresno Yosemite International Airport
FBO - fixed base operator
FEMA - Federal Emergency Management Agency
FESA - federal *Endangered Species Act*
FGC - California Fish and Game Code
FID - Fresno Irrigation District
FIS - Federal Inspection Station
FMFCD - Fresno Metropolitan Flood Control District
ft - foot (feet)
FTE - full-time equivalent
FUDS - Formerly Used Defense Site
FY - fiscal year

GAO - U.S. Government Accountability Office
General Plan - *FRESNO General Plan*
GHG -greenhouse gas(s)
GSE - ground service equipment
GWP - global warming potential

HCR - Historic and Cultural Resources Element
HFC - hydrofluorocarbons
H_2O - water vapor
hp - horsepower
HSAA - *Carpenter-Presley-Tanner Hazardous Substance Account Act*
HVAC - heating, ventilation, and air conditioning

ICAO - International Civil Aviation Organization
in. - inch(es)

kBTU - kilo-British thermal unit
KHA - Kimley-Horn Associates
kWh - kilowatt hour

LDN - Day-Night Average Sound Level
LEED - Leadership in Energy Efficient Design
LOS - Level of Service

MBTA - *Migratory Bird Treaty Act*
MND/IS – Mitigated Negative Declaration/Initial Study
mpg - miles per gallon
mph - miles per hour
MRZ - Mineral Resource Zone
MT - Mobility and Transportation
MT/yr - metric tons per year
MW - megawatt

N - North
NAAQS - National Ambient Air Quality Standards
NAHC - Native American Heritage Commission
NEPA - *National Environmental Policy Act*
N_2O - nitrous oxide
NO_2 - nitrogen dioxide
NO_x - nitrogen oxide
Non-RPW - non-relatively permanent waters
NPDES - National Pollutant Discharge Elimination System
NPPA - *California Native Plant Protection Act*
NPS - National Park Service
NRHP - National Register of Historic Places
NS - Noise and Safety

O_3 - ozone
OPR - Governor's Office of Planning and Research

Pb - lead
PCBs - polychlorinated biphenyls

PCC - Portland cement concrete
PG&E - Pacific Gas and Electric
PFC - perfluorinated chemicals
PI - Public and Institutional (zoning code)
PM - particulate matter
$PM_{2.5}$ - particulate matter measuring 2.5 micrometers or less in diameter
PM_{10} - particulate matter measuring 10 micrometers or less in diameter
Porter-Cologne Act - *Porter-Cologne Water Quality Control Act of 1967*
POSS - Parks, Open Space, and Schools
ppb - parts per billion
ppm - parts per million
PRC - Public Resources Code
PU - Public Utilities and Services

RC - Resource Conservation and Resilience
RCRA - *Resource Conservation and Recovery Act*
RCP - reinforced concrete pipe
ROG - reactive organic gas
ROWD - report of waste discharge
RPS - Renewables Portfolio Standards
RTP-SCS - *Regional Transportation Plan and Sustainable Communities Strategy 2018-2042*
RWQCB - Regional Water Quality Control Board

SB - Senate Bill
SB X7-7 - *California Water Conservation Act*
Scoping Plan - *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*
sf - square foot (feet)
SF_6 - sulfur hexafluoride
SGMA - *Sustainable Groundwater Management Act*
SHMP - State Hazard Mitigation Plan
SHPO - State Historic Preservation Office
SIP - State Implementation Plan
SJRP - San Joaquin River Parkway
SJVAPCD - San Joaquin Valley Air Pollution Control District
SLF -Sacred Lands File
SMARA - *Surface Mining and Reclamation Act of 1975*
SMGB - State Mining and Geology Board
SO_2 - sulfur dioxide
SRA - State Responsibility Area
SSC - Species of Special Concern
state - State of California
SWCA - SWCA Environmental Consultants, Inc.
SWPPP - stormwater pollution prevention plan
SWRCB - State Water Resources Control Board
sy - square yard(s)

TAC - toxic air contaminant
TIS - transportation impact study
tpy - tons per year
TSA - Transportation Security Administration
TSCA - *Toxic Substances Control Act*

U.S. - United States
USACE - United States Army Corps of Engineers
USDA-NRCS - United States Department of Agriculture, Natural Resources Conservation Service
USDOI - United States Department of the Interior
USFWS - United States Fish and Wildlife Service
UWMP - *2015 City of Fresno Urban Water Management Plan*

VDE - visible dust emissions
VMT - vehicle miles traveled
VOC - volatile organic compound

WWII - World War II

$\mu g/m^3$ – micrograms per cubic meter

FRESNO YOSEMITE
International Airport

FAT Forward

INTRODUCTION

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This Mitigated Negative Declaration/Initial Study (MND/IS) evaluates the potential environmental effects of proposed airside and landside improvements (Proposed Project), including expansion of the passenger terminal and terminal apron and construction of a four-level parking structure at Fresno Yosemite International Airport (airport or FAT). The MND/IS has been prepared pursuant to the *California Environmental Quality Act* (CEQA) (Public Resources Code [PRC], §21000 et seq.) and adopted State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter Three). The City of Fresno Airports Department is the "lead agency" for this project (State CEQA Guidelines, §15367) and will determine the appropriate level of CEQA documentation based on the information presented in this report.

This MND/IS contains: a Project Description; Environmental Factors Potentially Affected and Determination; and Evaluation of Environmental Impact, including an Environmental Issues Checklist which assesses potential environmental impacts of the Proposed Project using the updated form included in Appendix G of the CEQA Guidelines (as amended in December 2018). An explanation is provided for all responses contained in the Environmental Issues Checklist, including determinations of "No Impact" or "Less than Significant." For every determination of "Potentially Significant Impact unless Mitigation Incorporated," a description of the proposed mitigation measure(s) is included. These measures would be listed in a Mitigation Monitoring and Reporting Program if the City Council, as the decision-making body, approves the Proposed Project (see **Appendix C**).

Following the analysis within the Environmental Issues Checklist are Mandatory Findings of Significance as well as a List of Preparers, Agencies and Websites Consulted, and References Cited.

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FRESNO YOSEMITE
International Airport

FAT Forward

PROJECT DESCRIPTION

PROJECT DESCRIPTION

1. Project Title

Passenger Terminal and Parking Expansion Project - FAT*Forward*

2. Lead Agency Name and Address

City of Fresno Airports Department
4995 E. Clinton Way
Fresno, CA 93727-1525

3. Contact Person and Phone Number

Kevin R. Meikle, Director of Aviation
City of Fresno Airports Department
(559) 621-4500

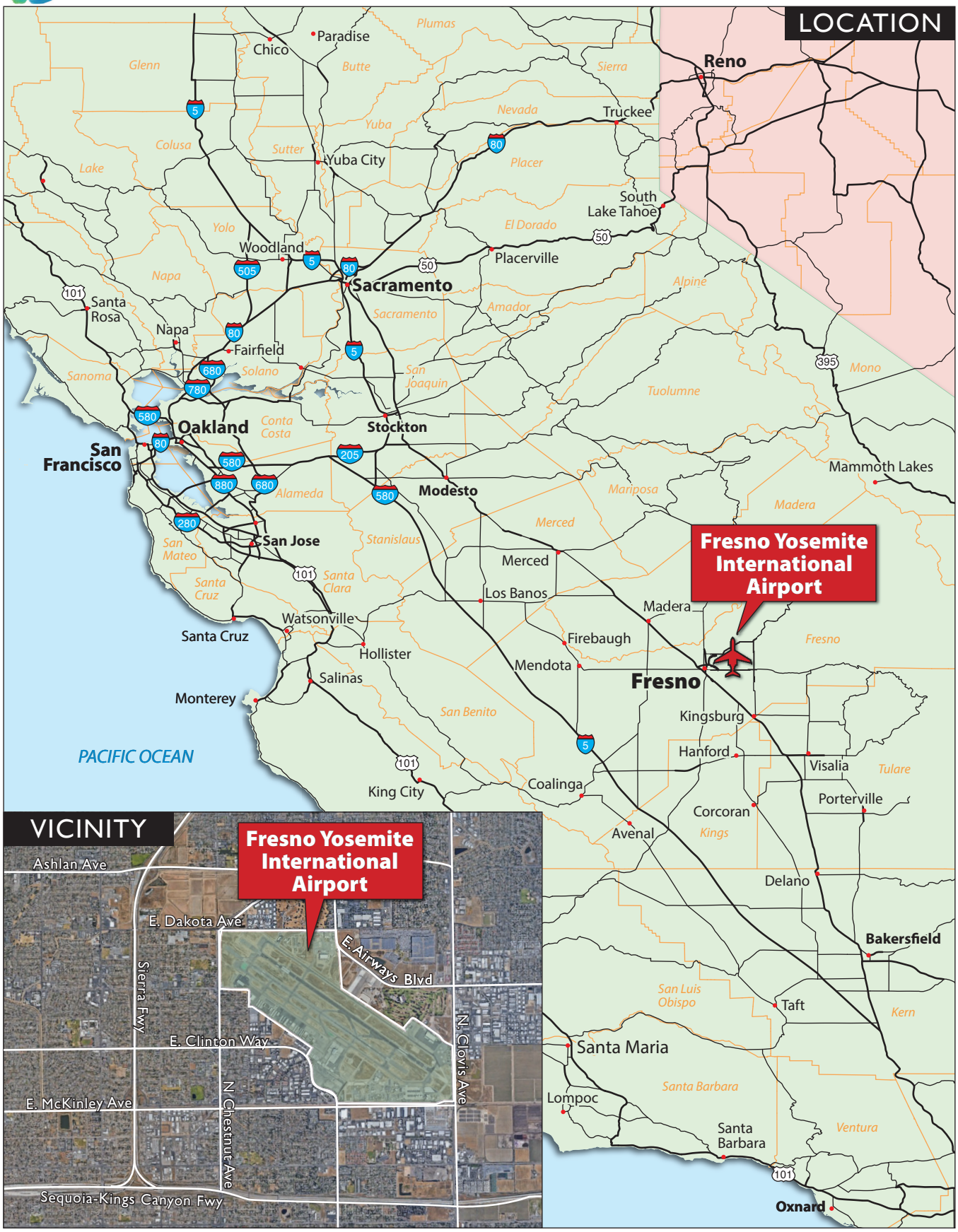
4. Project Location

Fresno Yosemite International Airport (FAT) is in the San Joaquin Valley of central California, approximately five miles northeast of downtown Fresno. It is also adjacent to the City of Clovis. **Exhibit 1** depicts the airport in its regional setting.

The airport is accessed from the south via East (E.) Clinton Way and bordered by North (N.) Chestnut Avenue on the west, E. Dakota Avenue on the north, E. Airways Boulevard on the northeast, and N. Clovis Avenue on the east.

5. Project Sponsor's Name and Contact Information

Fresno Yosemite International Airport
Attn: Richard Madrigal, Airports Project Supervisor
Phone: (559) 621-4528
Email: Richard.Madrigal@fresno.gov


LOCATION
Reno
Truckee
South Lake Tahoe
Paradise
Chico
Plumas
Glenn
Butte
Sierra
Nevada
Yuba
Colusa
Sutter
Yuba City
Lake
Placer
El Dorado
Yolo
Woodland
Placerville
Napa
Sacramento
Alpine
Amador
Santa Rosa
Napa
Fairfield
Sacramento
Sanoma
Solano
San Joaquin
Mono
Tuolumne
Oakland
Conta Costa
Stockton
San Francisco
Mammoth Lakes
Alameda
Modesto
Mariposa
Madera
Merced
Fresno Yosemite International Airport
San Jose
Stanislaus
Merced
San Mateo
Santa Clara
Los Banos
Santa Cruz
Madera
Watsonville
Firebaugh
Fresno
Santa Cruz
Hollister
Mendota
Salinas
Fresno
Monterey
San Benito
Kingsburg
PACIFIC OCEAN
Hanford
Visalia
Tulare
King City
Coalinga
Porterville
Corcoran
Kings
Avenal
VICINITY
Fresno Yosemite International Airport
Ashlan Ave
E. Dakota Ave
Delano
Bakersfield
E. Airways Blvd
Sierra Fwy
San Luis Obispo
Taft
Kern
E. Clinton Way
N. Clovis Ave
Santa Maria
E. McKinley Ave
N. Chestnut Ave
Santa Barbara
Lompoc
Ventura
Santa Barbara
Sequoia-Kings Canyon Fwy
Oxnard

6. General Plan Designation

The existing airport, including the Proposed Project area, is designated primarily as "Public/Quasi-public Facility" on the City of Fresno General Plan Land Use and Circulation map[1] (City of Fresno Development and Resource Management, Planning Division 2019a).

7. Zoning

The airport is generally zoned as follows: PI (Public and Institutional) (City of Fresno Development and Resource Management, Planning Division 2019b).

8. Description of Project

Airport Background

FAT is a joint-use, civilian/military airport utilized by commercial air carriers, air cargo operators, charter operators, general aviation, and the military. The California Air National Guard (CANG) occupies a 58-acre area in the southeast corner of the airport. In addition, the CANG and the United States Army Reserve occupy facilities on the north side of the airport. The entire airport encompasses approximately 1,728 acres of land.

The airport is served by two parallel runways. The primary runway, Runway 11L-29R, is 9,539 feet (ft) long and 150 ft wide. Runway 29R is displaced by 312 ft to provide adequate approach surface clearances over N. Clovis Avenue. The secondary runway, Runway 11R-29L, is 8,008 ft long and 150 ft wide. The parallel runway system is supported by full-length, 75-ft-wide parallel taxiways on both the north and south sides of the runway system.

An airport traffic control tower is located on the south side of the airport and provides 24-hour aircraft traffic control services at the airport. The airport terminal building, located south of the runways off E. Clinton Way, houses commercial passenger services. Passenger facilities include airline ticketing counters, a baggage return area, food and gift shops, a Federal Inspection Station (FIS), rental car facilities, and boarding gates.

Two fixed base operators (FBOs), each providing a wide range of aviation-related services, are located at FAT. Fuel, aircraft maintenance, aircraft rental, and aircraft parking services are available from these tenants. Additionally, the airport has an aircraft rescue and firefighting (ARFF) station on-site to provide fire suppression services in case of an emergency.

[1] The northeast corner of E. Shields Avenue and N. Chestnut Avenue is designated "Office," and the eastern corner of the airport off E. Aircorp Way is designated as "Light Industrial."

Airport Operations and Forecast Growth

The airport has recently undergone an update of its airport master plan (AMP), including developing operational forecasts through the year 2036. The AMP's forecasts were approved by the Federal Aviation Administration (FAA) on April 4, 2018. Based on these forecasts, total operations at the airport are projected to grow from 97,826 to 117,556 between 2016 and 2036, an average annual growth of 0.9 percent. This growth is anticipated to occur in the air carrier and air cargo segments of commercial activity, while general aviation is projected to grow at a slower pace. Commuter/air taxi operations are projected to decline, primarily resulting from regional/commuter decreases as more airlines up-gauge to larger aircraft (Kimley-Horn Associates [KHA] 2017).

Proposed Project Description

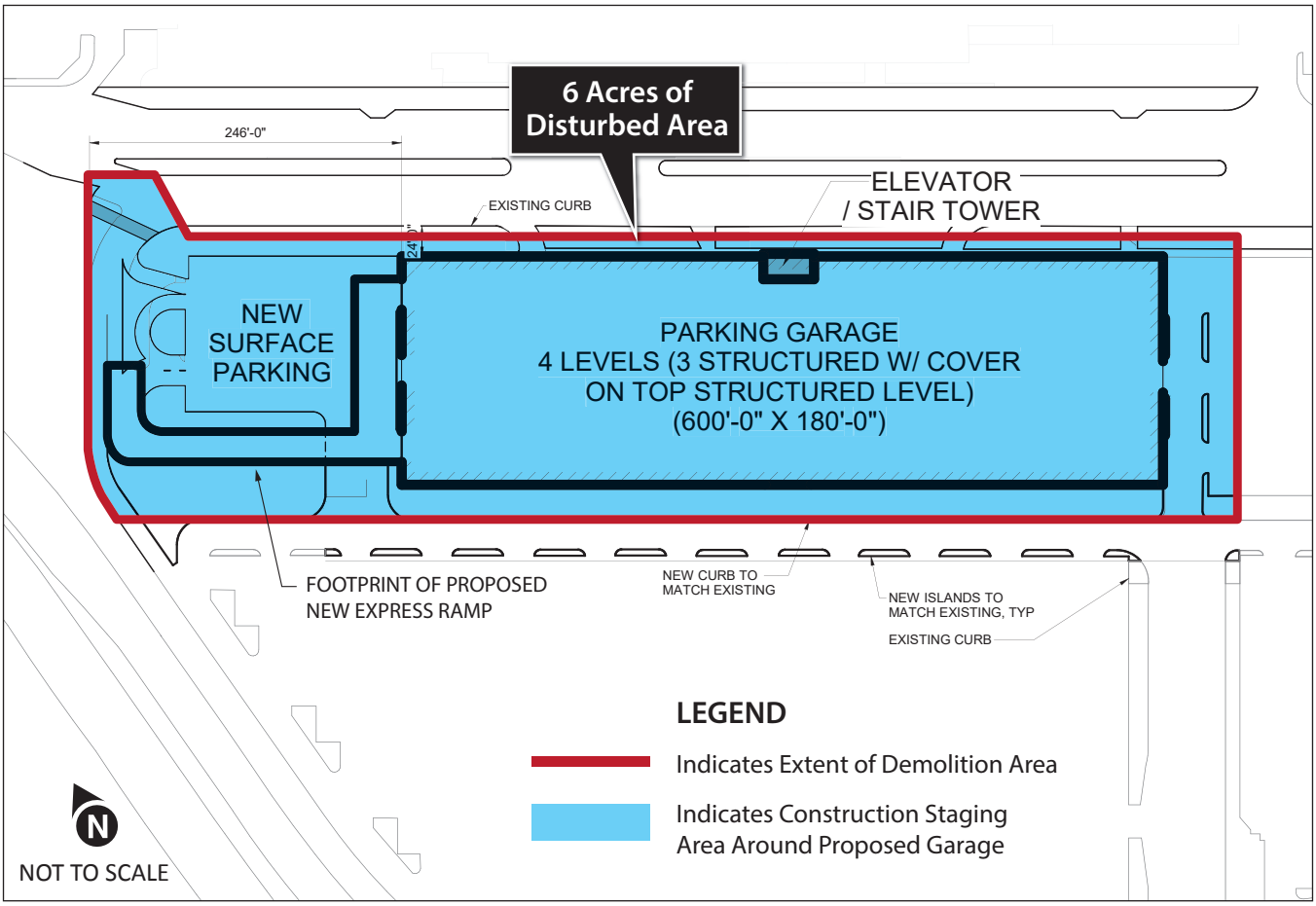
The Proposed Project (also known as FAT*Forward*) would expand and reconfigure landside facilities and a connected airside aircraft apron area to meet current and forecast capacity needs while improving safety, security, and the overall customer experience at the airport. The Proposed Project would resolve existing limitations by:

- Providing additional vehicular parking in support of the airport's passenger terminal operations;
- Providing an expansion of the passenger terminal and FIS functions to accommodate domestic and international travel; and
- Providing a suitable aircraft apron to support two new international/domestic "swing" terminal loading gates. (These gates would replace two existing ground boarded, arrival only gates with two new international/domestic arrival and departure gates equipped with passenger boarding bridges.)

Each element of the Proposed Project is discussed in more detail below. The construction of Elements 2 and 3 (terminal expansion and apron reconfiguration) would be phased sequentially to ensure continuity of operations, while Element 1 (parking structure) would be constructed concurrently with the other elements. See *Proposed Project Construction and Phasing* section. Overall, approximately 19 acres would be disturbed by the project (not including the use of an existing 2.5-acre construction staging area). The parking structure would provide a net increase of 900 parking spaces; the apron reconfiguration and terminal expansion would provide an approximate additional 0.55 acre of apron and 92,759-square feet (sf) of net building space.

Parking Structure (Element 1)

Construction of a new parking structure on a portion of the existing surface parking lot for the airport's passenger terminal is proposed (**Exhibit 2**). The new parking structure would be four levels (one at-grade level and three elevated levels) within a 600-ft-long by 180-ft-wide structure



Source: Kimley-Horn Associates 2019. Design Support Memorandum - Parking Structure, September 25.

and would add a net increase of 900 parking spaces. A portion of the existing parking lot (an estimated 300 spaces) would be demolished to allow for the installation of parking structure access ramps, foundations, and supporting utilities. This ground level would then be reconstructed to regain the approximate 300 at-grade parking stalls. Approximately 75 percent of the parking structure roof may be covered with solar panels, with an overall parking structure height of 60 to 84 ft tall. The estimated total output of the solar panels is 1.0 megawatt (MW).

Overall, construction could disturb approximately six acres. Approximately 245,000 sf of existing asphalt pavement (4 inches [in.] thick) would be removed. New asphalt pavement (4 in. of pavement and 6 in. of subgrade) would then be placed in the disturbed area around the parking structure. Prior to the placement of the new pavement, the subgrade below the new pavement would be excavated to a depth of 24 in. and recompacted.

Excavation for associated drainage and utilities would be a maximum depth of 5 ft (60 in.). Reinforced concrete pipe (RCP) would be installed for drainage under the new parking structure. Connections would be made to existing electrical, sanitary sewer, and water main infrastructure. All areas of construction activity for this element have been previously disturbed.

East Terminal Apron Reconfiguration (Element 2)

The east terminal apron would be in the vicinity of the planned terminal expansion, encompassing approximately two acres to replace apron area that would be removed by the terminal expansion and to align with the two new international/domestic terminal loading gates. (These gates would replace existing international gates that are not equipped with boarding bridges.) Approximately 7.1 acres could be disturbed. This includes additional area to provide proper grades for drainage from the eastern pavement edge, which would be determined during design. The area of disturbance is shown to the fence line as a "worst case" estimate of construction activity.

Exhibit 3 shows the areas and details of proposed pavement demolition and new pavement layout. Approximately 10,525 square yards (sy) of asphalt concrete (AC), 267 sy of Portland cement concrete (PCC), and 200 sy of transition pavement (10,992 sy total) would be removed. In its place, 5,290 sy of AC and 15,810 sy of PCC (21,100 sy total) would be installed. The AC pavement section would be constructed of 9 in. of AC, 6 in. of aggregate base, and 12 in. of stabilized subgrade. The PCC pavement section would be constructed of 15 in. of PCC, 4 in. of asphalt base course, and 4 in. of aggregate base. Subgrade below either type of new pavement section would be excavated to a depth of 12 in. and recompacted. Overall, the depth of excavation would vary from approximately 9 to 39 in. to remove the existing terminal apron pavement and install the new terminal apron pavement.

The apron would be constructed in two phases to allow international aircraft to park as close as possible to the existing FIS facility. The first phase would include paving the east half of the new apron area with aircraft parking on the west side of construction. In the second phase, aircraft would park on the new east side pavement while the west half of the apron is paved. The timing

of the apron work would overlap with the parking structure construction as shown in the section *Proposed Project Construction and Phasing*.

The apron work would include a detailed safety phasing plan to address interface with adjacent operational apron areas. Plans would include safety pathways (through active construction areas) for passengers walking between parked aircraft and the existing FIS building. In addition, safety pathways would be provided for baggage tugs driving between the operational apron area and existing baggage equipment and access to the autoclave incinerator unit.

Additional actions in this element include:

- Remove and replace existing security fence - disturbance depth would be 36 in.;
- Reroute an existing airport service road around the reconfigured apron (included in the pavement totals provided above) - disturbance depth would be 18 in.;
- Install electrical improvements consisting of apron edge lights and new duct banks - disturbance depth would be 50 in.; and
- Construct additional storm drain improvements, including installation of inlets, manholes, trench drains, and RCP. These improvements would tie into the existing storm drain system. Total disturbance depth would be 120 in.

Passenger Terminal Expansion and Remodel (Element 3)

Once the new apron is functional, the terminal and FIS demolition and new construction would begin. This element includes the demolition of a small portion of the terminal building in the area where the new concourse would tie into the existing passenger screening checkpoint. This existing east wall of the passenger screening checkpoint was originally designed to allow the building to expand to the east, making the building expansion relatively simple to phase and construct. Expansion of the passenger screening checkpoint would also require minor demolition and addition of a fire wall in the concourse just north of the existing checkpoint.

The passenger terminal expansion would increase the size of the existing terminal to the east by approximately 75,658 sf and would be comprised of both single-story and two-story space (**Exhibit 4**). The new ground floor space would be approximately 52,088 sf; an additional 23,570 sf would be a new second floor area. The new building space would increase the passenger screening area and provide concession space, passenger hold rooms, and a new FIS "baggage

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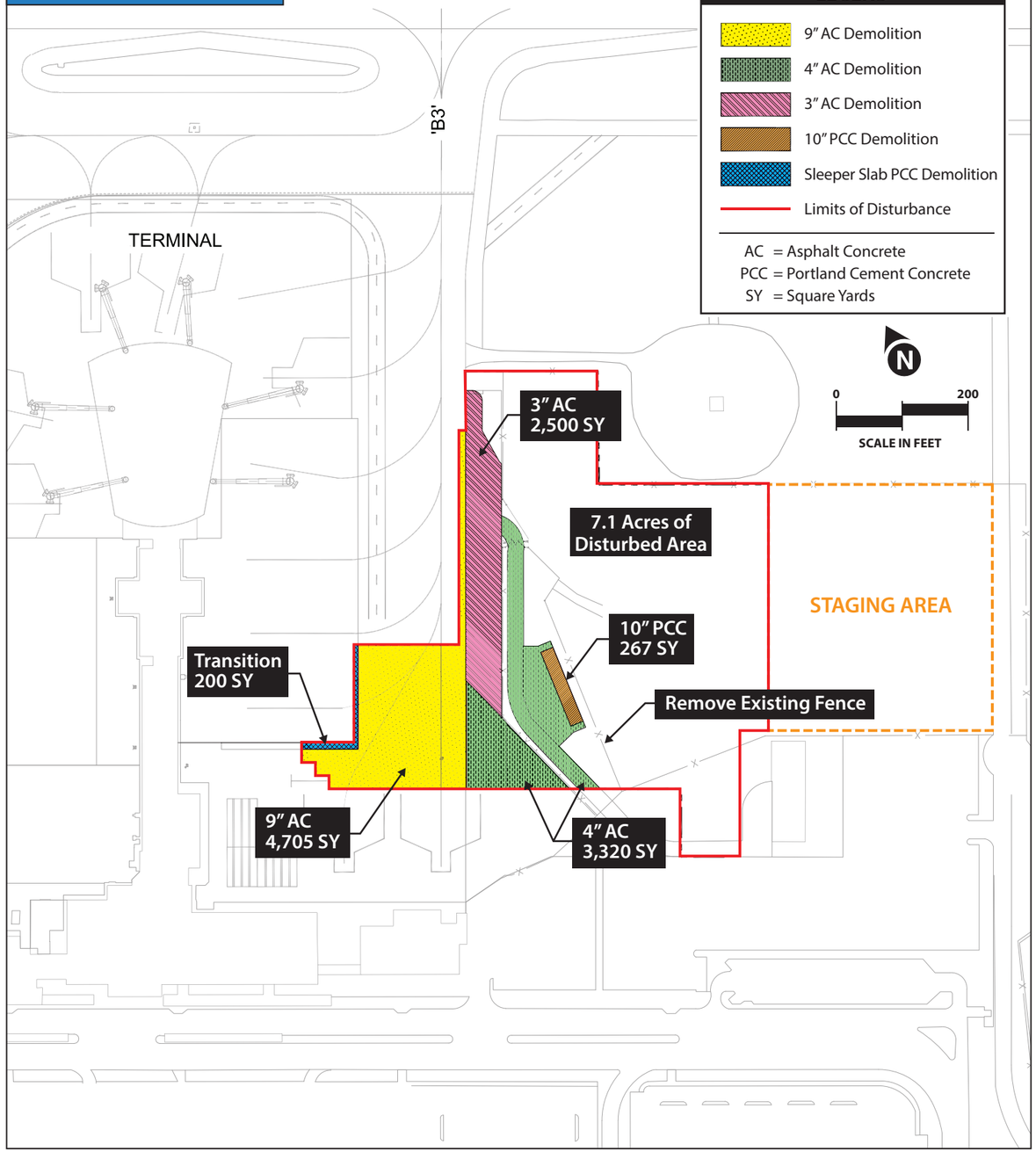
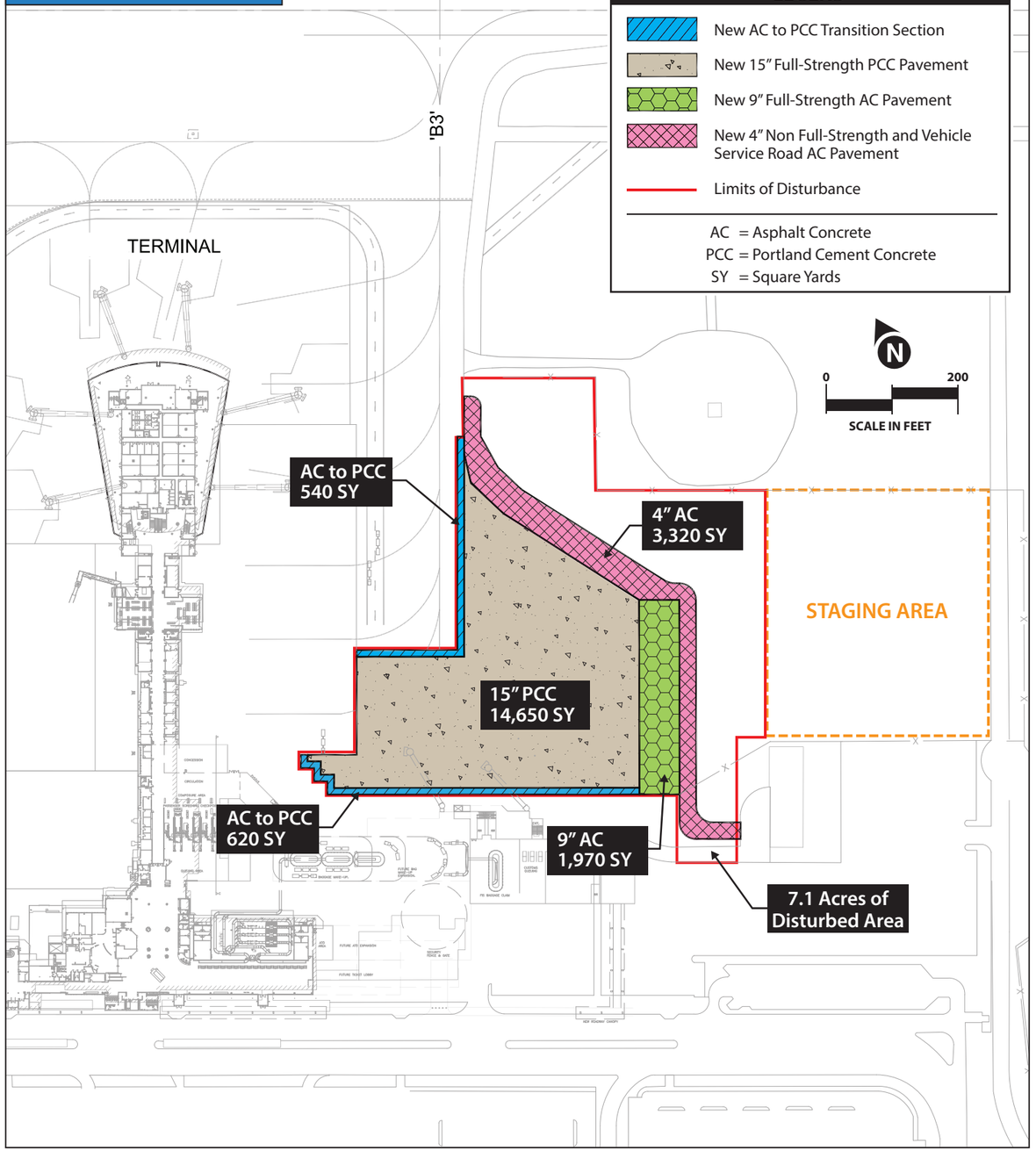
DEMOLITION LAYOUT



HORIZONTAL LAYOUT



Source: Kimley-Horn Associates 2019. Design Support Memorandum – Terminal Apron Reconfiguration, September 19.

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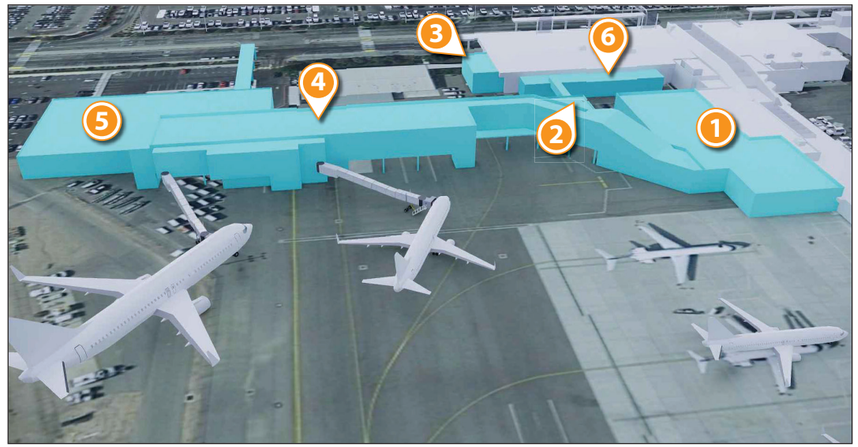

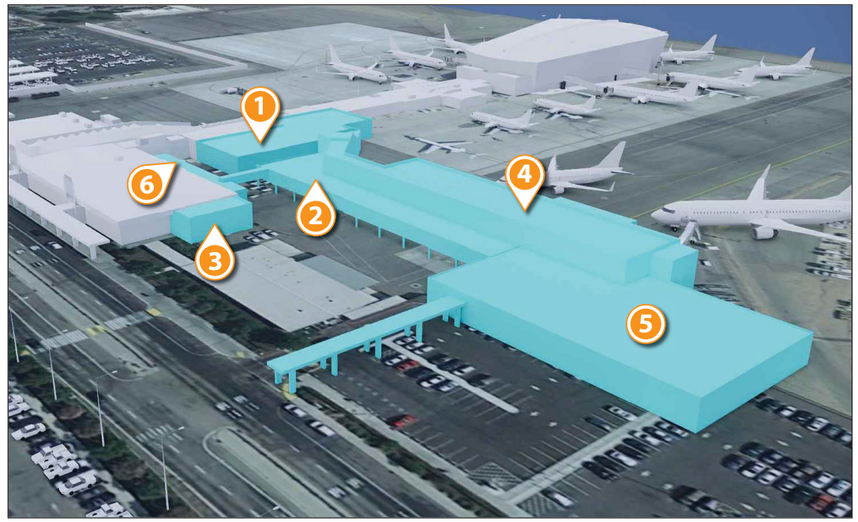

LEGEND

1. Passenger Screening Checkpoint
2. Baggage Make-Up
3. ATO Office
4. Hold Room
5. FIS Building
6. In-Line Baggage Screening

Source: CSHQA 2019, Design Support Memorandum on Terminal Building Expansion and Remodel, September 27

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makeup" area[2], as well as new in-line EDS (Explosive Detection System)[3] baggage screening space. Approximately 26,150 sf of pavement would be covered by the second story building (**Exhibit 4**) but would remain open for ground support equipment and emergency vehicle access.

As part of this element, additional pavement work around the new terminal would be required. Approximately 19,490 sy of existing AC, PCC, and transition pavement would be demolished and replaced with approximately 12,027 sy of PCC pavement. When considered in conjunction with the east terminal apron reconfiguration proposed in Element 2, the Proposed Project would increase the amount of apron within the project area by approximately 2,645 sy (0.55 acres). **Exhibit 5** shows the areas and details of proposed pavement demolition and new pavement layout. Overall, the depth of excavation would vary from approximately 12 to 28 in. to remove the existing terminal apron pavement and soil spoils to construct the new PCC and AC pavement around the terminal.

Work would include a detailed safety phasing plan to address interface with adjacent operational apron areas. Plans would include safety pathways (through active construction areas) for passengers walking between parked aircraft and the existing FIS building. In addition, safety pathways would be provided for baggage tugs driving between the operational apron area and existing baggage makeup area. Alternate access routes and parking areas would also be required for airline ground service equipment and access to the autoclave incinerator unit.

Upon completion of the new FIS, the existing 13,070-sf FIS building and temporary walkways would be demolished. The existing FIS building was constructed in 2005 as a modular prefabricated building, making it relatively simple to demolish or to salvage and relocate the building. Once the FIS building is removed, the land would be cleared in preparation for construction of the baggage screening area.

The new in-line baggage screening system and building addition (17,101 sf) would be located on the east end of the existing ticket lobby/Air Traffic Organization (ATO)[4] area. It also includes an overhead conveyor and canopy connecting to the new concourse baggage makeup area. Once the new in-line baggage screening conveyor system is installed, new conveyors connecting the ticket counter conveyors to the new in-line system would be installed. The existing baggage screening area and baggage makeup area would continue in operation during this phase of the

[2] The U.S. Customs and Border Protection operate FIS where arriving international passengers and their baggage are inspected to allow entry into the U.S. Employees in the baggage "makeup area" sort baggage by flight numbers and destinations and place them into carts of other conveyor systems to transport the baggage to the aircraft.

[3] EDS technology quickly captures an impact of the checked bag to determine if the bag contains any type of threat item including explosives. According to a Transportation Security Administration (TSA) Fiscal Year (FY) 2017 Report to Congress, "In FY 2016, TSA realized savings of 93 FTEs (full-time equivalent personnel) from in-line Explosives Detection Systems for checked baggage screening, when compared to the staffing required for the stand-alone screening equipment configuration." (United States [U.S.] Department of Homeland Security, TSA 2018).

[4] The Air Traffic Organization (ATO) is the "operational arm" of FAA and is responsible for providing safe and efficient air navigation services for the successful operation of the national airspace system (FAA Air Traffic organization website 2019).

project until the very end, when the new baggage screening system becomes operational. Depending on how the baggage conveyor system fabrication and installation are bid, the new baggage makeup conveyor may be procured and installed during this phase.

The final phase of the Proposed Project includes remodel of the existing baggage screening area and baggage makeup area (approximately 6,537 sf). This space would be remodeled to become ATO lease space. The space also includes an access hallway between the ticket counter and north exterior yard.

Additional actions related to the terminal expansion and associated site work include:

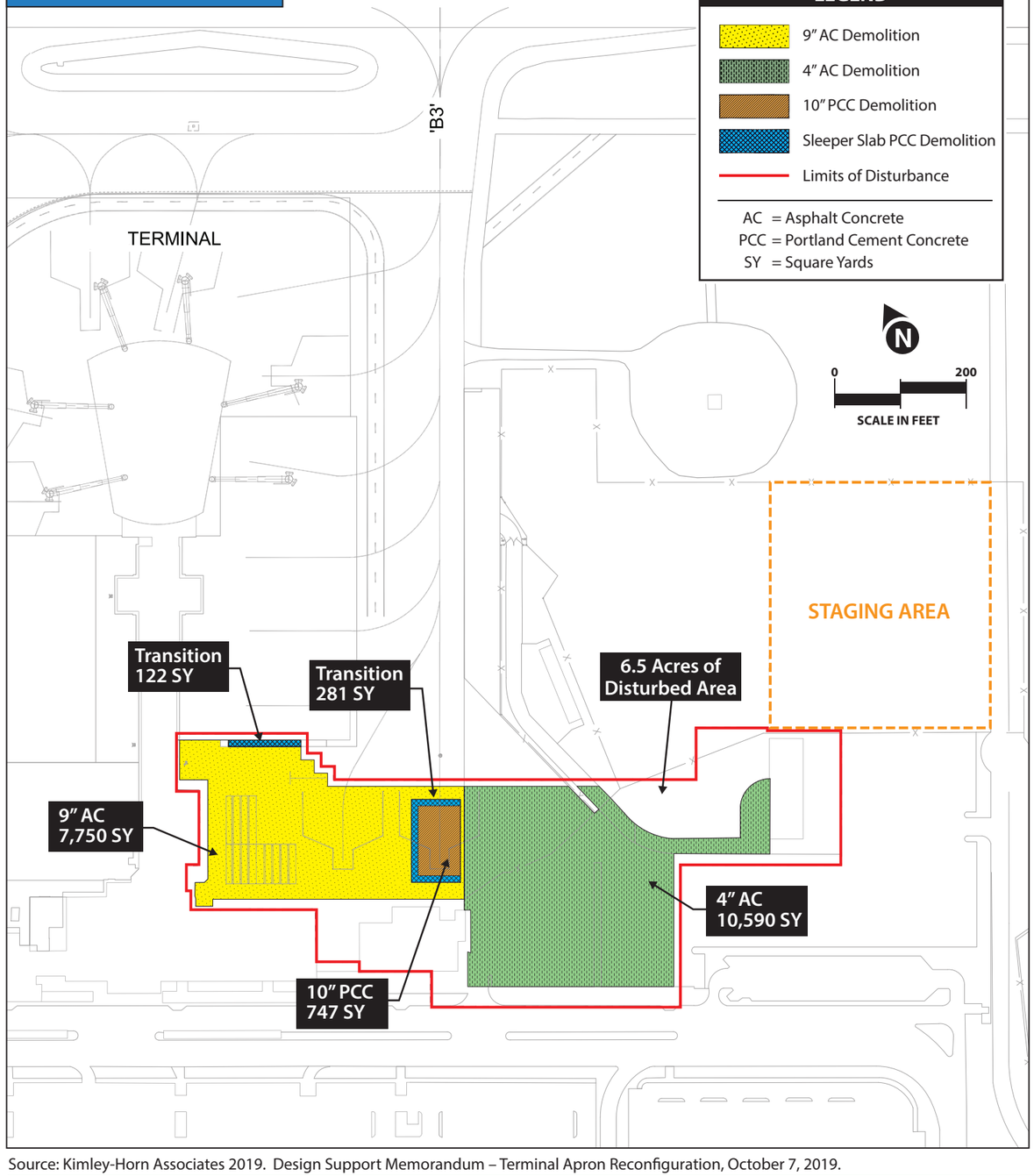
- Remove and replace existing security fence - disturbance depth would be 36 in.;
- Construct storm drain improvements that would consist of inlets, manholes, trench drains, and RCP. These improvements would tie into the existing storm drain system. Total disturbance depth would be 120 in.
- Install new landscaping, including vegetation and irrigation system. Total disturbance depth would be 48 in.

Overall, approximately 6.5 acres would be disturbed for the passenger terminal expansion and associated site work, approximately 0.5 acre of which would overlap with the terminal apron disturbance area.

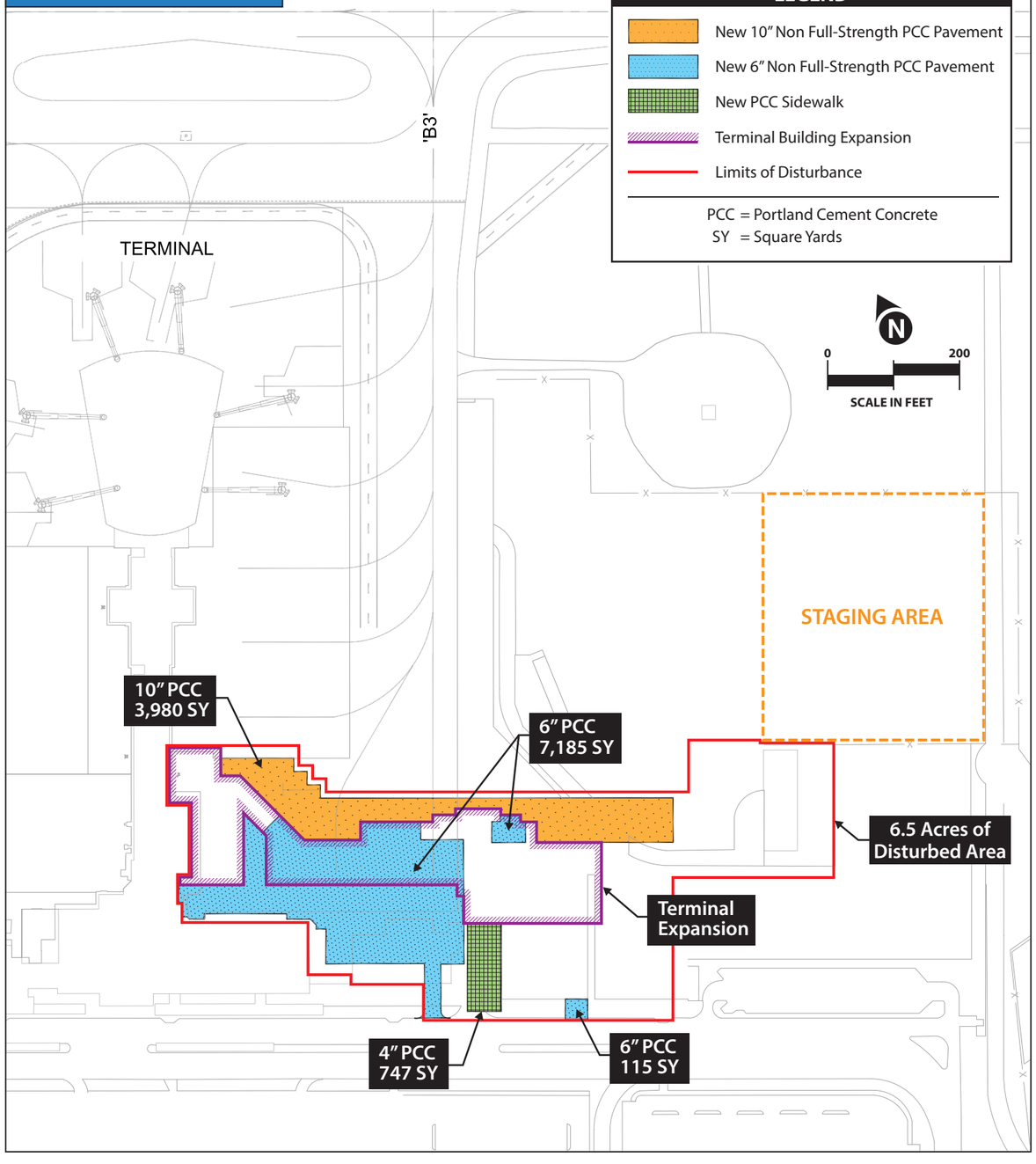
Proposed Project Construction and Phasing

Construction of the parking structure is scheduled to begin in June 2020 and is anticipated to take approximately 15 months to complete; construction of the east terminal apron is scheduled to begin in October 2020 and would take approximately 7.5 months to complete. Once the east terminal apron reconfiguration is mostly complete, work would begin on the passenger terminal expansion. This part of the Proposed Project is expected to take approximately 36 months to complete. Overall, the Proposed Project would take approximately 46 months to complete. **Table 1** shows the tentative project construction timeline (assuming the project is approved as proposed). **Exhibit 6** depicts the locations of the various phases referred to in **Table 1**.

DEMOLITION LAYOUT



HORIZONTAL LAYOUT



Source: Kimley-Horn Associates 2019. Design Support Memorandum – Terminal Apron Reconfiguration, October 7, 2019.

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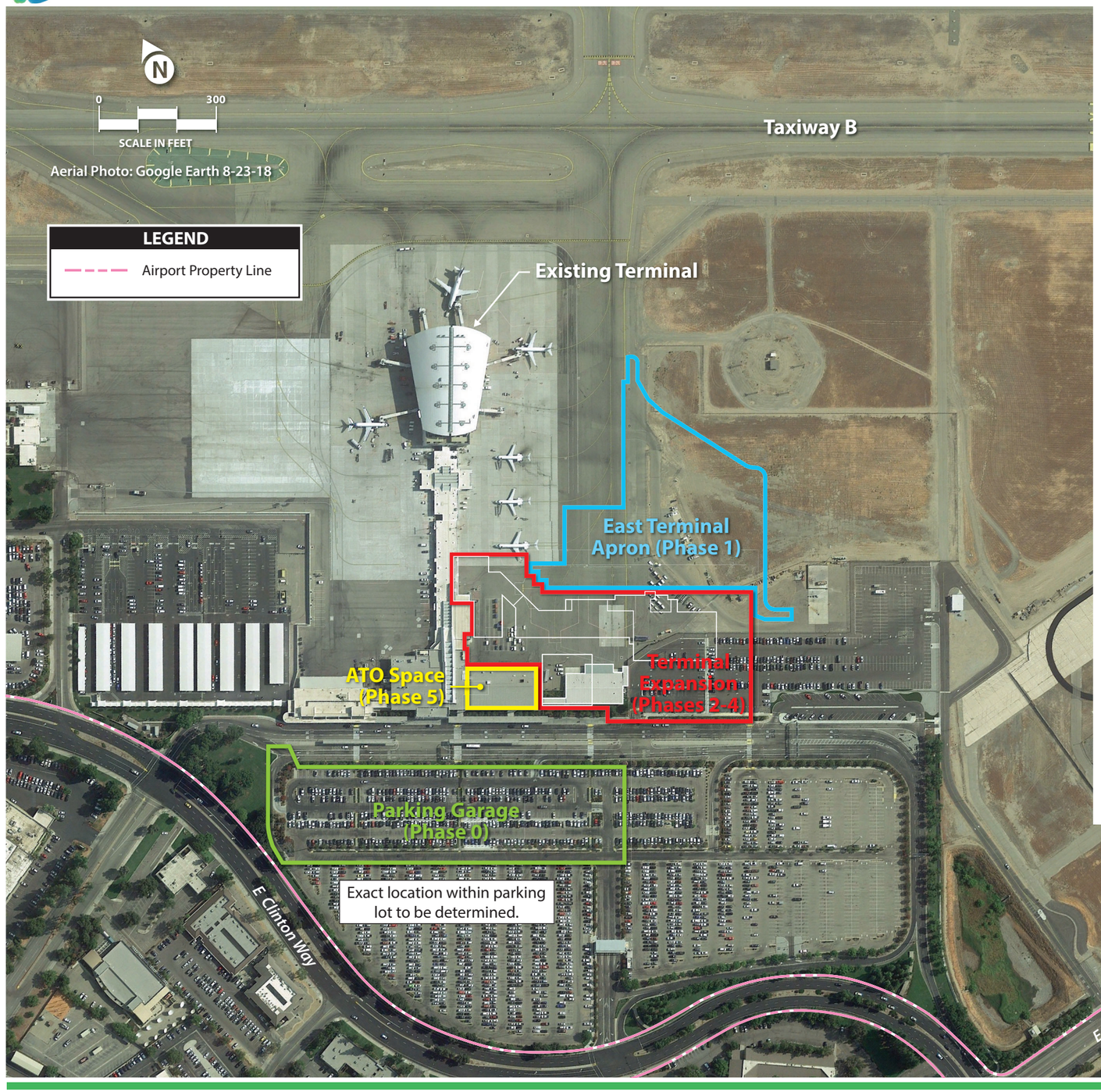
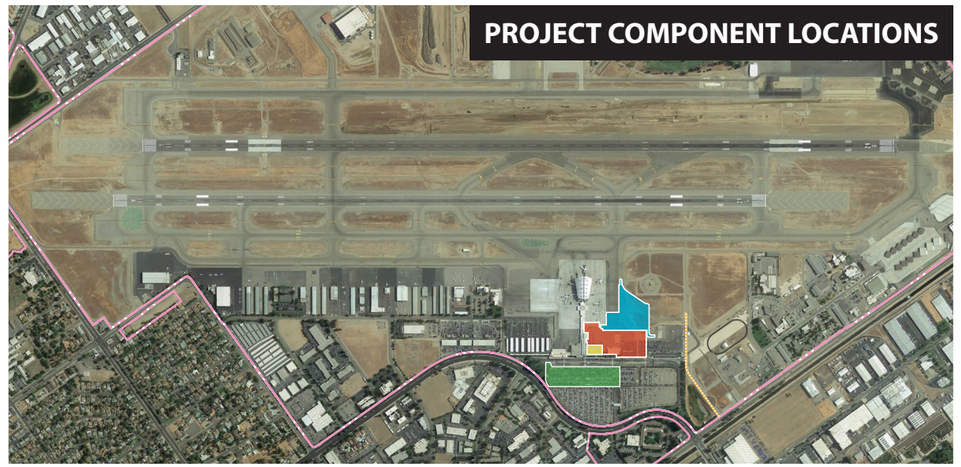


PROJECT COMPONENT LOCATIONS



TERMINAL EXPANSION DETAIL

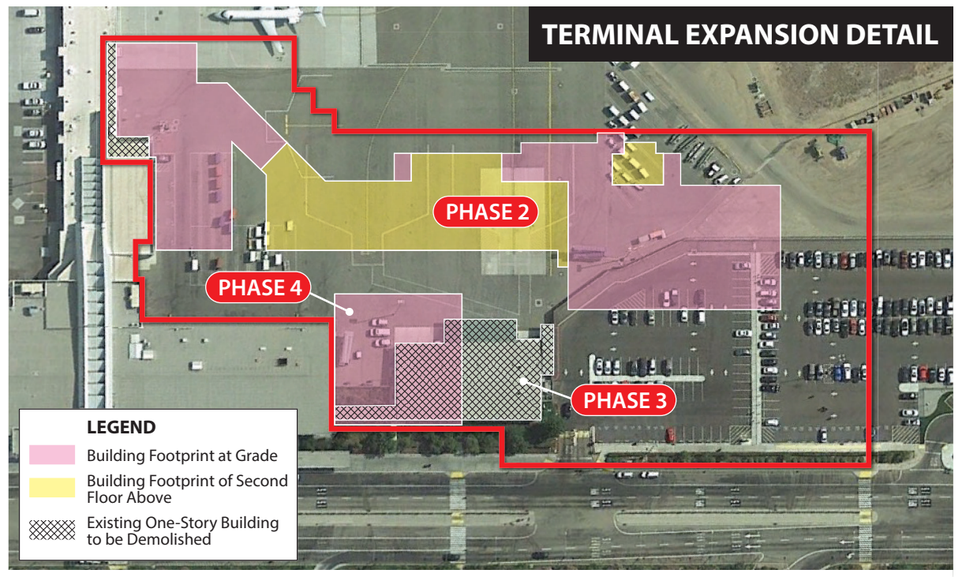


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TABLE 1
Proposed Project Tentative Construction Schedule

Project Action	Start Date	End Date	Overall Duration
Parking Structure Construction - Phase 0	June 2020	September 2021	15 months
East Terminal Apron Reconfiguration - Phase 1	October 2020	May 2021	7.5 months
Passenger Terminal Expansion/Remodel - Phase 2	April 2021	September 2022	18 months
Passenger Terminal Expansion/Remodel - Phase 3	October 2022	December 2022	2 months
Passenger Terminal Expansion/Remodel - Phase 4	December 2022	December 2023	12 months
Passenger Terminal Remodel - Phase 5	December 2023	April 2024	4 months

Sources: KHA 2019a; KHA 2019b; CSHQA 2019.

An on-airport staging area and haul route is proposed for the project (Phases 0-5) (**Exhibit 7)**. This staging area is approximately 2.5 acres in size and would be accessed via an on-airport paved service road. It has been previously used for the staging of other airport projects.

Two additional staging areas are options for Phase 0 (the parking structure) (**Exhibit 7)**. Option 1 would be located within the existing parking lot; Option 2 would be located at the corner of E. Clinton Way and N. Fine Avenue within an open, grassy area. Option 2 has been previously used as staging areas for past airport improvement projects. Haul routes between the parking structure site and these staging areas would occur on paved roads only.

9. Surrounding Land Uses and Setting

Land uses on airport property consist primarily of aviation-related uses. However, the Fresno Airways Golf Course is located on airport property north of the runways, and several industrial/commercial land uses are located north of E. Clinton Way and southwest of E. Andersen Avenue. Land uses located south and west of the airport are a mixture of residential and commercial. A portion of this residential area is within a Fresno County (county) "island." Homes in this area were mostly built in the 1950s and '60s. Directly south, southwest, and east of the airport are industrial areas that include businesses compatible with or related to the airport. Most of the buildings are low-rise (i.e., three stories or less). Landscaping consists of various trees, shrubs, and grasses that are adjacent to the commercial, industrial, and residential buildings.

The airport is located within the jurisdictional boundary of the City of Fresno (city). The City of Clovis and county jurisdictional areas are also within the vicinity of the airport. Land uses to the southeast, within county jurisdiction, are primarily agricultural with some areas of residential development. Land uses in the City of Clovis, located north and northeast of the airport, are primarily residential with some industrial and commercial uses. **Exhibit 8** shows existing zoning in the general area.

10. Other Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

Agency	Approval Required
Federal Aviation Administration (FAA)	Unconditional Approval of proposed changes to the airport layout plan (ALP); Determinations ensuring compliance with applicable federal regulations related to airport safety and funding; Verification of compliance with the *National Environmental Policy Act* (NEPA).
Central Valley Regional Water Quality Control Board (RWQCB)	Update to the applicable National Pollutant Discharge Elimination System (NPDES) Industrial Permit (#CA0083500); Issuance of a NPDES General Construction Permit.
San Joaquin Valley Air Pollution Control District (SJVAPCD)	Issuance of an Authority to Construct permit.

11. Have California American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code, Section 21080.3? If so, has consultation begun?

The California Native American Heritage Commission (NAHC) was contacted in June 2018 to perform a record search of the Sacred Lands File (SLF) for the airport, which produced negative results. However, the absence of specific site information in the SLF does not confirm the absence of Native American cultural resources in the Proposed Project area.

The following tribes have requested formal consultation with the city under Public Resources Code, Section 21080.3:

- Dumna Wo Wah Tribal Government, c/o: Robert Ledger, John Ledger, Eric S. Smith
- Table Mountain Rancheria of California, c/o: Bob Pennell, Cultural Resources Director

A letter was mailed to each tribe on November 8, 2019, along with exhibits describing the Proposed Project. **Appendix A** contains copies of the letter sent to each tribe. No replies were received.

RUNWAY '11R-29L'

29L

'B6'

'B3'

'B2'

TAXIWAY 'B'

'B5'

1 OPTION 3

Additional Staging Area (Phase 0 only)

Staging Area Phases 0-5

E. ANDERSEN AVE.

1 OPTION 2

Phase 0 Staging Area Option 2

2

SIDA ACCESS (GATE 33A)

3 1 OPTION 1

Phase 0 Staging Area Option 1

E. CLINTON WAY

LEGEND

- Contractor Staging Area
- Construction Area/Potential Staging Area
- Contractor Haul Route

Construction Notes

1. Contractor Staging Area
2. Contractor Haul Route
3. Contruction Area for Garage

N

0 400

SCALE IN FEET

Source: Kimley-Horn Associates 2019. Design Support Memorandum - Parking Structure, August 7.

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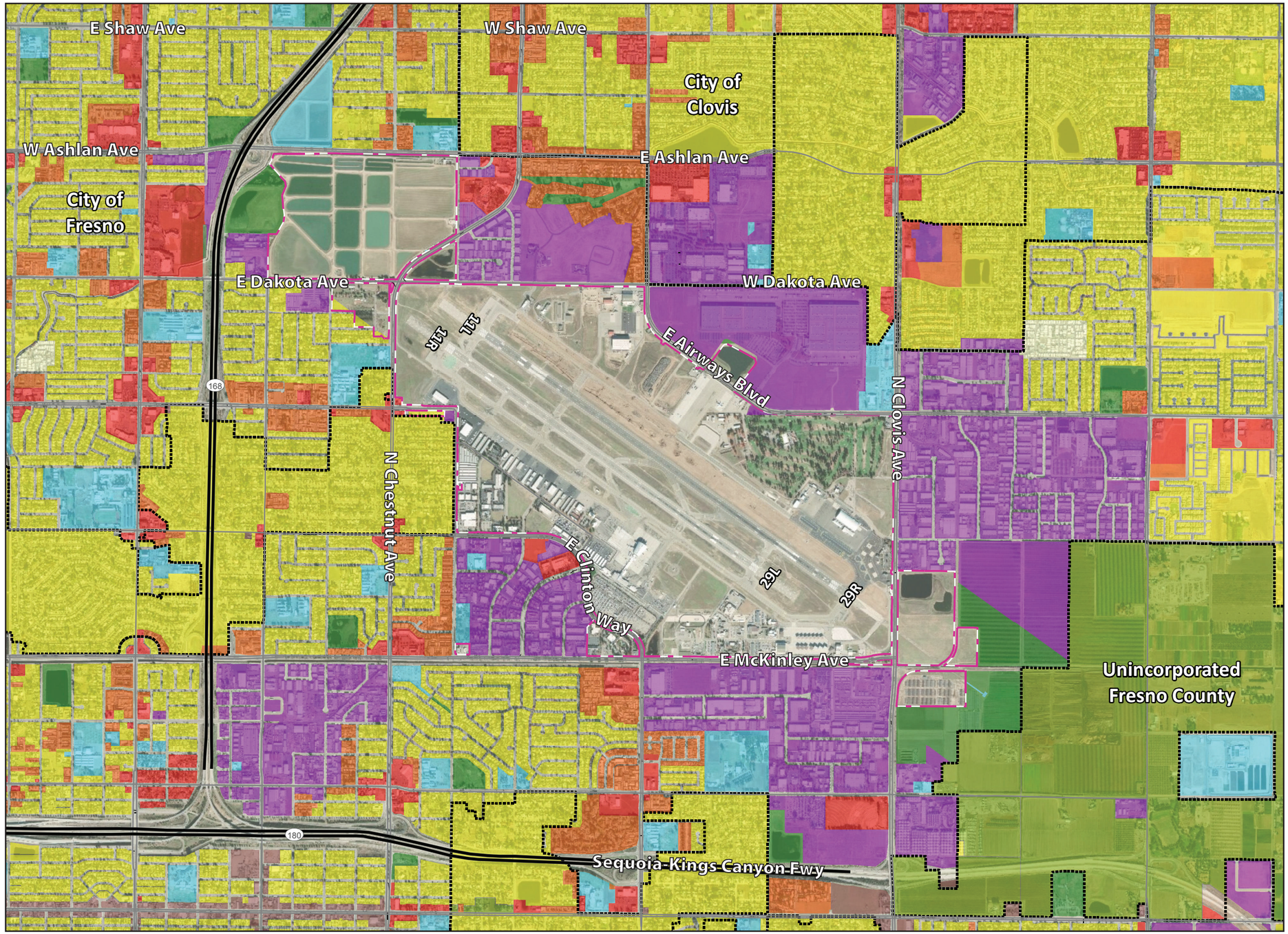

Legend

- Municipal Boundary
- Airport Property Line

Zoning

- Agriculture
- Single Family Residential
- Multi-Family Residential
- Mobile Home Park
- Commercial
- Mixed Use
- Industrial
- Public & Institutional Facilities
- Open Space

Sources:
City of Fresno Zoning (2019),
Fresno County Zoning (2019),
City of Clovis Zoning (2019),
ESRI Basemap Imagery (2016)

N

0 2,000

1" = 2,000'

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FRESNO YOSEMITE
International Airport

FAT Forward

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

Any environmental factors checked below would be potentially affected by the Proposed Project, involving at least one impact that is a "Potentially Significant Impact." However, as indicated by the Environmental Issues Checklist on the following pages, there are no project impacts that cannot be mitigated below a level of significance. For example, mitigation measures are provided to ensure that potential impacts related to biological resources and hydrology/water quality would be "Less than Significant with Mitigation." All other impact categories would be either "Less than Significant" or have "No Impact."

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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 (EIR) 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

1-27-2020
Date

FRESNO YOSEMITE
International Airport

FAT Forward

EVALUATION OF ENVIRONMENTAL IMPACTS

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (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 would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (CEQA Guidelines, Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined

from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

FRESNO YOSEMITE
International Airport

FAT Forward

ENVIRONMENTAL ISSUES CHECKLIST

ENVIRONMENTAL ISSUES CHECKLIST:

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in PRC Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

REGULATORY SETTING

Local Regulations

FRESNO General Plan. Throughout the *FRESNO General Plan* (General Plan) (City of Fresno 2014), aesthetics and visual quality are highlighted in multiple elements, emphasizing the importance of maintaining or enhancing the visual quality of the city through sound development. Of the 17 goals established in the General Plan, Goal 15 states, "*Improve Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance,*" driving home that priority.

Scenic Corridors are addressed in Chapter 4, "Mobility and Transportation" (MT). The following objective and policies address scenic corridors:

MT-3: Identify, promote and preserve scenic or aesthetically unique corridors by application of appropriate policies and regulations.

- MT-3-a: Scenic corridors. Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including:
  - Van Ness Boulevard - Weldon to Shaw Avenues
  - Van Ness Extension - Shaw Avenue to the San Joaquin River Bluff
  - Kearney Boulevard - Fresno Street to Polk Avenue
  - Van Ness/Fulton couplet - Weldon Avenue to Divisadero
  - Butler Avenue - Peach to Fowler Avenues
  - Minnewawa Avenue - Belmont Avenue to Central Canal
  - Huntington Boulevard - First Street to Cedar Avenue
  - Shepherd Avenue - Friant Road to Willow Avenue
  - Audubon Drive - Blackstone to Herndon Avenues
  - Friant Road - Audubon to Millerton Roads
  - Tulare Avenue - Sunnyside to Armstrong Avenues
  - Ashlan Avenue- Palm to Maroa Avenues

IMPACT ANALYSIS

I.a-c) No Impact. The Proposed Project would have no impact on the aesthetic quality of the region for the following reasons:

- Designated scenic vistas in the city (as outlined in the General Plan) are along the San Joaquin River, located north and west of the airport approximately six miles away.

- The Proposed Project would have no impact on scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System website (2019), State Highway 180 is an Officially Designated State Scenic Highway, and State Highways 168 and 198 are eligible for designation; however, these highways are not located in proximity to the airport. No highways around the airport are designated as an Officially Designated State Scenic Highway. Additionally, the Proposed Project is contained entirely on airport property, which has been used for airport uses since opening in 1942. Any scenic resources present before the airport was developed have been removed to accommodate airport needs. Therefore, the Proposed Project would not have an impact on a state scenic highway resources.

- The airport is not located in a rural environment and is characterized as suburban in nature. The airport is adjacent to commercial and light industrial uses. The Proposed Project would not substantially degrade the existing visual character or quality of public views of the site and surroundings. It is also consistent with applicable zoning (PI).

I.d) Less Than Significant Impact. Additional lighting would result from the proposed terminal building and apron expansion as well as the construction of a four-level parking structure. Glare

could also occur due to the potential for solar panels on the top of the parking structure. However, the Proposed Project would be contained on airport property, which is buffered from light or glare-sensitive land uses, such as residential areas by surrounding light industrial and office development. In addition, FAA will require a glint and glare study prior to approving any solar panels on the airport to ensure that adverse impacts to pilots and the air traffic control tower operators do not occur.

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II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a *Williamson Act* contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

State Regulations

California Land Conservation Act (*Williamson Act*). The *California Land Conservation Act*, or the *Williamson Act*, is applicable to certain parcels within the State of California (state). The *Williamson Act* allows local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property taxes. Participants in the *Williamson Act* program is dependent on county adoption and implementation of the program and is voluntary for landowners. Under the *Williamson Act*, willing landowners commit the parcel for a 10-year period, during which time no conversion out of agricultural use is permitted. In return, the land is subject to reduced tax rate based on the actual use of the land (i.e. agricultural use), rather than its unrestricted market value.

Farmland Security Zone Act. The *Farmland Security Zone Act*, sometimes referred to as the "Super *Williamson Act* Contracts," is similar to the *Williamson Act* and ensures that long-term farmland preservation is part of public policy in the state. Under the *Farmland Security Zone Act*, a landowner who is already under a *Williamson Act* contract can apply for Farmland Security Zone status by entering into a contract with the county. In return for a further 35 percent reduction in the taxable value of land and growing improvements (this is in addition to the benefits of the *Williamson Act* contract), the property owner promises to not develop the property for nonagricultural uses.

Local Regulations

FRESNO General Plan. The FRESNO General Plan primarily addresses farmland conservation in Chapter 7, "Resource Conservation and Resilience" (RC). This section of the General Plan establishes objectives and policies for the county's natural resources. Understanding that central California's agricultural industry is vital to the region, the General Plan outlines policies for farmland preservation. The implementation policies outlined in the General Plan address those areas outside of the Fresno city limits or located on unincorporated lands.

IMPACT ANALYSIS

II.a-e) No Impact. The Proposed Project would not have an impact on existing agricultural land, conflict with a *Williamson Act* contract, result in the loss of forested land, or involve other changes which could change to existing agriculture. The project area is void of trees and would not result in the loss of forest land.

The soils in the project area are designated as "prime farmland if irrigated" and are described as sandy loam in nature (United States Department of Agriculture, Natural Resources Conservation Department [USDA-NRCS] 2019). However, the project area is not currently used for agricultural

purposes but as part of an airport. The airport is designated as Urban and Built-Up Land on the Fresno County Important Farmland map (California Department of Conservation [CDC] 2016).

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III. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

REGULATORY SETTING

Federal Regulations

Clean Air Act (CAA). Title I of the federal *Clean Air Act* charges the United States (U.S.) Environmental Protection Agency (EPA) with the responsibility of safeguarding air quality from new or continued deterioration from mobile and stationary sources of air pollutant emissions. U.S. EPA's responsibilities under the CAA include: identifying air pollutants that have a deleterious effect on human health and/or environmental welfare; setting standards to control these pollutants; designating areas of each county that do not meet the established air quality standards; requiring technological controls and improvements on emissions sources and fuels; and requiring operating permits for new or significant existing emissions sources. To that end, U.S. EPA promulgates and enforces the National Ambient Air Quality Standards (NAAQS).

The NAAQS represent levels of pollutants in the ambient (i.e., "outdoor") air that, when exceeded, cause negative impacts to human health ("primary" NAAQS) and environmental quality ("secondary" NAAQS). U.S. EPA has established NAAQS for the following "criteria" pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter (PM), ozone (O_3), sulfur dioxide (SO_2), and lead (Pb). Notably, there are two sizes of regulated PM - PM measuring 10 micrometers or less in diameter (PM_{10}) and particulate matter measuring 2.5 micrometers or less in diameter ($PM_{2.5}$).

An area with ambient air concentrations exceeding the NAAQS for a criteria pollutant is said to be in "nonattainment" for the pollutant's NAAQS, while an area where ambient concentrations are below the NAAQS is considered in "attainment." U.S. EPA requires areas designated as nonattainment to demonstrate how they would attain the NAAQS by an established deadline. To accomplish this, states prepare State Implementation Plans (SIPs). SIPs are typically a comprehensive set of reduction strategies and emissions budgets designed to bring an area into attainment.

Section 176(c) of the CAA requires projects overseen by federal agencies to demonstrate that they conform to SIPs in U.S. EPA-designated air quality nonattainment areas. Pursuant to this responsibility, U.S. EPA codified the General Conformity regulations of the CAA. Per these regulations, federal actions in nonattainment areas must demonstrate that annual project-related air emissions do not cause or contribute to continued air quality violations in the area by remaining within the applicable *de minimis* thresholds. Annual project-related emissions beneath the *de minimis* thresholds are considered to conform to state SIPs; annual emissions exceeding the thresholds require additional analysis to determine if the emissions are in violation of the applicable SIP.

State Regulations

California Clean Air Act (CCAA). Due to regional air quality concerns, individual states have the authority to adopt air quality standards that are more stringent than the NAAQS. Pursuant to requirements of CEQA and the CCAA, the California Air Resources Board (CARB) established the California Ambient Air Quality Standards (CAAQS). The CAAQS have more stringent standards for each of the U.S. EPA criteria pollutants mentioned above. The CAAQS also includes requirements for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

CARB authors and enforces air quality regulations and programs on mobile and stationary sources of air emissions within the state. Thus, it is within CARB's jurisdiction to enforce the following state-level air quality regulations, initiatives, and programs potentially pertinent to the Proposed Project for the airport:

- CCR, Title 13, Division 3, Chapter 9, Article 4.8, §2449(d)(3). Off-road equipment engines are not to idle for longer than five minutes (with exemptions).

- CCR, Title 13, Division 3, Chapter 10, Article 1, §2485. On-road vehicles with a gross vehicular weight rating of 10,000 pounds or more are not to idle for longer than five minutes at any location (with exemptions).

Additionally, in August 1998, CARB identified particular emissions from diesel-fueled engines as a toxic air contaminant (TAC). TACs are pollutants that are associated with acute, chronic, or carcinogenic effects, but for which no NAAQS or CAAQS have been established. TAC impacts are evaluated by determining if a specific chemical poses a significant risk to human health and, if so, under what circumstances. In 2000, CARB published the *Risk Reduction Plan to Reduce*

Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (CARB 2000b) and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (CARB 2000a). These documents represent proposals to reduce diesel particulate matter (DPM) emissions, with the goal being to reduce emissions and the associated health risk by 85 percent in 2020. The programs aim to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low-sulfur diesel fuel.

Similar to federal regulations, an area within California that violates the CAAQS is considered in nonattainment and an area with ambient air concentrations below the CAAQS is in attainment. As with the federal regulations, air quality management agencies in areas designated nonattainment for any of the CAAQS must develop air quality management plans, including strategies and timelines required to bring the air basin into attainment of the standards as expeditiously as possible.

Regional and Local Regulations

SJVAPCD Regulations. The airport and surrounding environs are located within the SJVAPCD. The SJVAPCD is tasked with regulating stationary sources of air pollution in the San Joaquin Valley. **Table 2** below notes that the air district is nonattainment for O_3 and $PM_{2.5}$ for both state and federal standards. Additionally, the air district is in nonattainment for PM_{10} for state standards only.

On November 15, 2018, SJVAPCD published *2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards*, a plan that analyzes the District's ongoing efforts to improve air quality in the San Joaquin Valley and to continue to aggressively reduce both nitrogen oxide (NO_x) and $PM_{2.5}$ emissions with a comprehensive strategy (SJVAPCD 2018). The objectives outlined in the report state a new goal of NO_x reduction to below 120 tons per day by 2024. Reducing NO_x will help reduce $PM_{2.5}$ and O_3 as it is a precursor to both pollutants. Since 2000, SJVAPCD has been trending down to the 1997 O_3 standard of 84 parts per billion (ppb), although the San Joaquin Valley has yet to attain this standard. SJVAPCD has published air quality thresholds of significance for criteria pollutants for both construction emissions and operational emissions. These thresholds are outlined in **Table 3**.

SJVAPCD provides air quality guidelines for controlling fugitive dust (i.e., Regulation VIII) to reduce ambient concentrations of particulate matter (PM_{10}). These measures include drafting management plans or utilizing stabilizing techniques approved by CARB and U.S. EPA (SJVAPCD 2004).

TABLE 2
National and State Air Pollutant Standards

	National Standards[1]	California Standards[1]	Fresno County Status[2]	SJVAPCD Status[3]	
				Federal Standards	State Standards
O_3 (1-hour)	No Federal Standard	0.09 ppm	No Federal Standard	No Federal Standard	Nonattainment – Severe
O_3 (8-hour)	0.070 ppm	0.070 ppm	Nonattainment – Extreme	Nonattainment – Extreme	Nonattainment
CO (1-hour)	9 ppm	20 ppm	Nonattainment – Extreme	Attainment	Attainment
CO (8-hour)	35 ppm	9.0 ppm	Maintenance – Moderate (1998)	Attainment	Attainment
SO_2 (primary / 1-hour)	75 ppb	0.25 ppm	Maintenance – Moderate (1998)	Attainment	Attainment
NO_2 (primary / 1-hour)	100 ppb	0.18 ppm	Attainment	Attainment	Attainment
$PM_{2.5}$ (primary/ annual)	15 µg/m^3 (1997 Standard)	12 µg/m^3	Nonattainment– Serious (1997)	Nonattainment	Nonattainment
	15 µg/m^3 (2006 Standard)	-	Nonattainment – Serious (2006)		
	12 µg/m^3 (2013 Standard)	-	Nonattainment – Moderate (2012)		
$PM_{2.5}$ (24-Hour)	65 µg/m^3 (1997 Standard)	None	Nonattainment – Serious (1997)	Nonattainment	Nonattainment
	35 µg/m^3 (2006 Standard)	-	Nonattainment – Serious (2006)		
	35 µg/m^3 (2013 Standard)	-	Nonattainment – Moderate (2012)		
PM_{10} (24-hour)	150 µg/m^3	50 µg/m^3	Nonattainment – Moderate	Attainment	Nonattainment
Pb (3-month rolling avg)	0.15 µg/m^3	-	Maintenance (2008)	No Designation / Classification	Attainment

Sources:
[1] CARB 2019a
[2] U.S. EPA 2019
[3] SJVAPCD 2019
SJVAPCD = San Joaquin Valley Air Pollution Control District
ppm = parts per million
ppb = part per billion
µg/m^3 = micrograms per cubic meter

TABLE 3
SJVAPCD Air Quality Thresholds of Significance (Tons per Year)

	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	*Emissions (tpy)*	*Emissions (tpy)*
CO	100	100	100
NO_x	10	10	10
ROG	10	10	10
SO_x	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15

Source: SJVAPCD 2015.
SJVAPCD = San Joaquin Valley Air Pollution Control District
tpy = tons per year
NOTE: Reactive organic gas (ROG) is a precursor to O_3.

FRESNO General Plan. The General Plan acknowledges the San Joaquin Air Basin routinely exceeds federal and state air quality health standards for ozone and particulates, leading to diminished health. The General Plan addresses air quality in Chapter 7, "Resource Conservation and Resilience" (RC), which establishes objectives and policies for the conservation of natural resources in the city. General Plan goals regarding air quality include:

4. Emphasize achieving healthy air quality and reduced greenhouse gas emissions.

16. Protect and improve public health and safety.

The city is currently playing an active role in regional goals to improve air quality through strategies of reducing the number of vehicle miles traveled (VMT), supporting multi-modes of travel, and alternative fuel vehicles.

The objective and implementation policies of this section of the General Plan include:

- RC-4: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.
    - RC-4-b: Conditions of approval. Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.
    - RC-4-c: Evaluate impacts with models. Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City.

- RC-4-f: Municipal operations and fleet actions. Continue to control and reduce air pollution emissions from vehicles owned by the City and municipal operations and facilities by undertaking the following:
  - Expand the use of alternative fuel, electric, and hybrid vehicles in City fleets.
  - Create preventive maintenance schedules that will ensure efficient engine operation.
  - Include air conditioning recycling and charging stations in the City vehicle maintenance facilities to reduce Freon gases being released into the atmosphere and electrostatic filtering systems in City maintenance shops, when feasible or when required by health regulations.
  - Use satellite corporation yards for decentralized storage and vehicle maintenance.
  - Convert City-owned emergency backup generators to natural gas fuels whenever possible and create an advanced energy storage system.
- RC-4-h: Airport actions. Support Airport efforts to develop and maintain programs and policies to support city, state, and federal efforts to achieve and maintain air quality standards.

IMPACT ANALYSIS

III.a-b) Less Than Significant Impact. The Proposed Project would have minimal long-term impacts on air quality. The Proposed Project involves expanding the existing passenger terminal to improve the international travel experience, upgrading the aircraft apron to accommodate two replacement international loading gates, and adding structured parking for the airport's passengers. The Proposed Project is divided into six construction phases with three of the phases (Phases 0-2) overlapping (refer to **Table 1**). The total timeframe for all construction phases of the Proposed Project is anticipated to take about 46 months to complete.

Temporary Construction Emissions. During construction, equipment used for the demolition of existing facilities and construction of the Proposed Project would temporarily increase emissions in the vicinity of the airport. To quantify air pollutant emissions from construction activity of the Proposed Project, an emissions inventory of criteria pollutants was prepared using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017) (**Appendix B**). The CalEEMod software, published by the CAPCOA in collaboration with various California air districts, estimates on-road vehicle emissions, such as those from dump trucks or light-duty work trucks, and off-road vehicle emissions, such as heavy construction equipment. The modeling results also include emissions resulting from earthmoving (e.g., grading and site preparation) and paving. CalEEMod inputs for worker trips, haul trips, equipment activity, disturbed ground surface area, and material quantities are based on estimates (where available). CalEEMod includes emissions factors that are adjusted to local

climatic conditions in the region overseen by SJVAPCD. The full results of the CalEEMod modeling completed for the Proposed Project are on file at the airport.

Table 4 summarizes the emissions inventory results for the construction phases of the Proposed Project against applicable thresholds for SJVAPCD and NAAQS. During each year of construction, emission levels for criteria pollutants would be well below both the SJVAPCD and applicable NAAQS *de minimis* threshold standards. (A CalEEMod air quality analysis was not performed on Phase 5. This phase of the Proposed Project is entirely limited to interior work, and the workers traveling to the airport would be typical of other ongoing minor airport renovations.)

TABLE 4
Estimated Project Construction Emissions vs. SJVAPCD and Federal *De Minimis* Thresholds (Tons per Year)

	O_3[1]	NO_x[1]	CO	SO_2	PM_{10}	$PM_{2.5}$
SJVAPCD Thresholds	*10*	*10*	*100*	*27*	*15*	*15*
Federal *De Minimis* Thresholds	*10*[2]	*10*[2]	*100*[3]	*100*[4]	*100*[3]	*70*[5]
Year 2020						
Phase 0	0.30	3.13	2.02	0.001	0.65	0.36
Phase 1	0.12	1.24	0.70	0.00	0.32	0.18
2020 Total	*0.42*	*4.37*	*2.72*	*0.001*	*0.97*	*0.54*
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2021						
Phase 0	0.36	2.38	1.89	0.20	0.27	0.12
Phase 1	0.09	0.88	0.71	0.00	0.10	0.06
Phase 2	0.25	2.57	1.95	0.01	0.25	0.15
2021 Total	*0.70*	*5.83*	*4.55*	*0.21*	*0.62*	*0.33*
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2022						
Phase 2	0.63	0.67	0.69	0.00	0.06	0.03
Phase 3	0.02	0.15	0.15	0.00	0.02	0.00
Phase 4	0.00	0.08	0.07	0.00	0.00	0.00
2022 Total	*0.65*	*0.90*	*0.91*	*0.00*	*0.08*	*0.03*
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2023						
Phase 4	0.20	0.80	0.90	0.00	0.05	0.04
2023 Total	*0.20*	*0.80*	*0.90*	*0.00*	*0.05*	*0.04*
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Sources: SJVAPCD 2015; U.S. EPA website 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)
[1] NO_x and volatile organic compounds (VOCs) (also identified as ROGs), which are O_3 precursors, are used in modeling for O_3.
[2] Federal *de minimis* threshold for extreme nonattainment for O_3.
[3] Federal *de minimis* threshold for maintenance areas for CO and PM_{10}.
[4] Federal *de minimis* threshold for SO_2 if also in nonattainment for $PM_{2.5}$.
[5] Federal *de minimis* threshold for serious nonattainment for $PM_{2.5}$.
SJVAPCD = San Joaquin Valley Air Pollution Control District
NOTE: A CalEEMod air quality analysis was not performed on Phase 5. This phase of the Proposed Project is entirely limited to interior work, and the workers traveling to the airport would be typical of other ongoing minor airport renovations.

As discussed under *Regional and Local Regulations*, the SJVAPCD has established fugitive dust control measures for construction site activities that disturb the soil by earthmoving equipment

or vehicular/equipment traffic on unpaved areas (SJVAPCD 2004). These regulations apply to everyone at a regulated construction site, including the landowner. Visible dust emissions (VDE) is not permitted to exceed 20 percent opacity during soil disturbance or by wind at any time. A 20 percent VDE is defined as dust obstructing the visibility of an object by 20 percent. Measures to control VDE include:

- Soil stabilization, such as applying water for a short-term solution or applying dust suppressants or vegetative cover for a long-term solution;
- Carryout and takeover materials (such as dirt/demolition spoils and other construction waste which fall from trucks onto roads) must be cleaned daily and immediately if material spills occur more than 50 ft from the exit point of the project site. Appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder;
- Dust control for unpaved vehicle and equipment traffic areas and speed limit signs to 15 miles per hour (mph) or less must be posted every 500 ft;
- Demolition activities require water application to building exteriors and unpaved surfaces where demolition materials may fall;
- Dust control plans which identify VDE sources and prescribe dust control measures that must be implemented through all phases of a project. This requirement is applicable to non-residential development of five or more acres of disturbed surface area, and plans shall be submitted to the SJVAPCD at least 30 days prior to starting work. Construction may not begin until the SJVAPCD has approved the dust control plan and a copy of that plan is to remain on-site and available to workers and SJVAPCD employees; and
- Record keeping is required to document compliance with the rules and notate all dust control measures utilized on-site. Records are to be kept for one year following the end of "dust-generating activities."

In-Use Off-Road Diesel-Fueled Fleets Regulations (CARB 2016) also applies to all self-propelled off-road vehicles that are 25 horsepower (hp) or more, as well as most two-engine vehicles. The purpose of this regulation is to reduce emissions of NO_x and particulate matter by:

- Limiting unnecessary idling of vehicles to five minutes;
- Requiring all vehicles to be reported to CARB and labeled;
- Restrictions on adding vehicles older than January 1, 2004, to the fleet; and
- Requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, such as exhaust retrofits.

Long-Term Operational Emissions. In addition to calculating construction emissions for the Proposed Project, CalEEMod was used to estimate operational emissions that could result from the parking structure, terminal expansion, and apron's ongoing electrical demand and vehicular emissions (**Table 5**). For example, the parking structure would have operational emissions from the electrical needs of lighting and the elevator; emissions would also occur from electricity production for apron lighting. Once fully operational, the terminal expansion is expected to produce emissions due to the energy demands for lighting, climate control, and other airport operational needs. Some emissions are also expected due to vehicular traffic generated by additional employees or deliveries. Although the terminal expansion would be the most energy-intense portion of the Proposed Project, all operational emissions would be well below both the SJVAPCD thresholds and the NAAQS *de minimis* thresholds.

Overall, once the Proposed Project is fully operational, the total buildout emissions for each criteria pollutant would continue to be below both the SJVAPCD and NAAQS *de minimis* threshold standards, as depicted in **Table 5** below.

TABLE 5
Estimated Project Operational Emissions vs. SJVAPCD and Federal *De Minimis* Thresholds (Tons per Year)

	O_3[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
SJVAPCD Thresholds	*10*	*10*	*100*	*27*	*15*	*15*
Federal *De Minimis* Thresholds	*10*[2]	*10*[2]	*100*[3]	*100*[4]	*100*[3]	*70*[5]
Year 2021 (Completion of Phases 0 and 1)	0.07	0.00	0.00	0.00	0.00	0.00
Phase 0	0.05	0.00	0.00	0.00	0.00	0.00
Phase 1	0.02	0.00	0.00	0.00	0.00	0.00
Year 2022 (Completion of Phases 2 and 3)	0.57	2.28	2.01	0.01	0.59	0.17
Phase 2	0.57	2.28	2.01	0.01	0.59	0.17
Phase 3	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal of Years 2021 + 2022	**0.64**	**2.28**	**2.01**	**0.01**	**0.59**	**0.17**
Year 2023 (Completion of Phase 4)	0.11	0.28	0.31	<0.001	0.10	0.03
Subtotal of Years 2021 + 2022 + 2023	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Full Buildout Total	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Sources: SJVAPCD 2015; U.S. EPA website 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)
[1] NO_x and VOCs (also identified as ROGs), which are O_3 precursors, are used in modeling for O_3.
[2] Federal *de minimis* threshold for extreme nonattainment for O_3.
[3] Federal *de minimis* threshold for maintenance areas for CO and PM_{10}.
[4] Federal *de minimis* threshold for SO_2 if also in nonattainment for $PM_{2.5}$.
[5] Federal *de minimis* threshold for serious nonattainment for $PM_{2.5}$.
SJVAPCD = San Joaquin Valley Air Pollution Control District
NOTE: A CalEEMod air quality analysis was not performed on Phase 5. This phase of the Proposed Project is entirely limited to interior work, and the workers traveling to the airport would be typical of other ongoing minor airport renovations.

Emissions Offsets

Part of the Proposed Project is to install solar panels on the roof of the parking structure. It is estimated that the total output of the solar panels would be 1.0 MW. To the extent that the Proposed Project's energy demand is offset by this solar production, emissions related to its energy demand, as discussed above and shown in **Table 5**, would be reduced.

III.c-d) Less Than Significant Impact. Sensitive receptors to substantial pollutant concentrations or other emissions, such as odors, are defined by CARB as residential uses, education facilities, daycares, hospitals, elderly housing, and convalescent care facilities (CARB website 2019c). There are existing residential uses adjacent to the airport to the southwest, west, and northwest. Schools (San Joaquin Valley College, Alliant International University, Sierra Charter School, Scandinavian Middle School, Norseman Elementary School, and Viking Elementary School) are also located within the vicinity of the airport. In addition, surrounding the airport are the Shriner's Hospital to the south, multiple assisted living facilities, and daycare facilities. However, the project area is centrally located on airport property. In a Google Earth image analysis, there are no sensitive receptors within 1,000 ft of the project area. This includes the San Joaquin Valley College, which has a satellite campus on the airport but is more than 2,000 ft from the project site.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

Federal Regulations

Federal *Endangered Species Act of 1973*. The federal *Endangered Species Act* (FESA) provides legislation to protect federally listed plant and animal species and requires that the responsible agency or individual consult with the U.S. Fish and Wildlife Service (USFWS) to determine the extent of impact to a particular species. If USFWS determines that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. The USFWS also regulates activities conducted in federal critical habitat, which are geographic units designated as areas that support primary habitat constituent elements for listed species. According to USFWS FESA incidental take guidance, issued on April 26, 2018, habitat modification included under the harm definition of "take," in and of itself, does not constitute take without certainty that injury or mortality of individuals would occur. This guidance provides for non-federal parties to determine the need of obtaining incidental take coverage if a lack of significant impact finding is made.

Migratory Bird Treaty Act of 1918. The *Migratory Bird Treaty Act* (MBTA) protects all migratory birds, including their eggs, nest, and feathers, and is also enforced by USFWS. The MBTA was originally drafted to put an end to the commercial trade in bird feathers popular in the latter part of the 1800s. On April 11, 2018, USFWS issued guidance on the recent federal "M-Opinion" affecting MBTA implementation. The M-Opinion concludes that the take of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds. Working with other federal agencies on migratory bird conservation is an integral mission of the USFWS; therefore, USFWS maintains that potential impacts to migratory birds resulting from federal actions should be addressed under federal environmental law (i.e., NEPA). Birds protected by the MBTA are identified in the Federal Register (50 Code of Federal Regulations [CFR] 10.13, November 1, 2013).

Section 404 of the *Clean Water Act* (CWA) of 1997. The U.S. Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into "waters of the U.S." These waters include wetland and non-wetland water bodies that meet specific criteria. Under Section 404 of the CWA, USACE regulates traditional navigable waters, wetlands adjacent to traditional navigable waters, relatively permanent non-navigable tributaries that have a continuous flow at least seasonally (typically three months), and wetlands that directly abut relatively permanent tributaries. The USACE determines its jurisdiction over non-navigable, non-relatively permanent waters (non-RPW), wetlands adjacent to tributaries of non-RPW, and wetlands not directly abutting non-navigable but relatively permanent waters after making a significant nexus finding.

State Regulations

California Endangered Species Act of 1970. The *California Endangered Species Act* (CESA) ensures legal protection for plants listed as rare or endangered and species of wildlife formally listed as

endangered or threatened by the state. The CESA definition of "take" is interpreted to be the direct injury or mortality to individuals of a CESA-listed species. The state law also lists California Species of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the California Department of Fish and Wildlife (CDFW) is empowered to review projects for their potential to impact state-listed species and SSC species and their habitats.

California Fish and Game Code. The California Fish and Game Code (FGC) has numerous regulations to protect biological resources. FGC §3503/3503.5 – Protections of Bird's Nests includes provisions to protect the nests and eggs of birds. Section 3503 (3503.5 for raptors specifically) states: "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." In addition to FCG §3503, Assembly Bill (AB) 454 was signed into law September 27, 2019. AB 454 amends, repeals, and adds FGC §3513, to be known as the "*California Migratory Bird Protection Act*." FGC §3513 states, "*It is unlawful to take or possess any migratory nongame bird as designated in the federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.) before January 1, 2017, any additional migratory nongame bird that may be designated in that federal act after that date….*" FGC §3513 ensures that California can continue to protect migratory birds, regardless of rollbacks in the federal MBTA that the federal M-opinion implemented. FGC §3513 will become inoperative on January 20, 2025 and repealed January 1, 2026.

FGC §3511 (birds), §4700 (mammals), §5050 (reptiles and amphibians), and §5515 (fish) include provisions to protect Fully Protected species, such as: 1) prohibiting take or possession "at any time" of the species listed in the statute, with few exceptions; 2) stating that "no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to "take" a species that has been designated as Fully Protected; and 3) stating that no previously issued permits or licenses for take of these species "shall have any force or effect" for authorizing take or possession. CDFW is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species, unless there is a CDFW-approved Natural Community Conservation Plan (FGC §2835).

The CDFW also manages the *California Native Plant Protection Act of 1977* (NPPA) (FGC §§1900 et seq.), which was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, plant species with California Native Plant Society (CNPS) Ranks 1A, 1B, 2A, 2B, and 3 are considered "rare" under the NPPA. Impacts to plants with these rarity rankings must be fully evaluated under CEQA. Plants with CNPS Rank 4 have limited distributions but are not necessarily eligible for listing. It is recommended that impacts to plants with CNPS Rank 4 also be evaluated per CEQA. Plants listed as Rare under the NPPA are now considered by CDFW to be subject to the CESA take prohibitions and incidental take permit process in accordance with the CCR §796.9.

Pursuant to Division 2, Chapter 6, §§1600–1602 of the FGC, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. The CDFW defines a "stream" (including creeks and rivers) as "a

body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." The CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." The CDFW jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife.

Local Regulations

FRESNO General Plan. Chapter 5, "Parks, Open Space, and Schools" (POSS) addresses goals and policies regarding biological resources. Due to unique regional characteristics, such as hydrology, soils, climate, and geographic isolation, resident species are present that are found nowhere else. A variety of rare plants and wildlife species are present in the General Plan planning area, especially along the San Joaquin River. Feeding the San Joaquin River, there are several canals traversing the General Plan's planning area that provide limited opportunities for both vegetation and wildlife.

The objective and implementation policies of this section of the General Plan include:

- POSS-5: Provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat.
    - POSS-5-c: Buffers for Natural Areas. Require development projects, where appropriate and warranted, to incorporate natural features (such as ponds, hedgerows, and wooded strips) to serve as buffers for adjacent natural areas with high ecological value.

City of Fresno Ordinance No. 2005-22. In 2005, the City of Fresno adopted a tree preservation ordinance preserving street trees and special interest trees. The intent of this policy is to utilize whatever techniques, methods, and procedures required to preserve, when feasible, all trees in the city. Such trees may include trees affecting surface improvements or underground utilities, diseased trees, or located in construction areas. Additionally, the ordinance provides protection to special interest trees, such as landmark trees of outstanding size or beauty.

The General Plan does not provide any specific thresholds regarding biological resources, and the city's Municipal Code does not provide other ordinances which protect biological resources or habitat.

IMPACT ANALYSIS

IV.a) Less Than Significant with Mitigation Incorporated. Most of the Proposed Project areas are paved or developed with existing buildings. The only areas of the Proposed Project that could potentially support habitat for species identified as a candidate, sensitive, or special status are two of the proposed staging areas (Options 2 and 3). These areas have been previously disturbed,

are vegetated with ruderal vegetation, and have only marginal conditions present for two potential special-status species: the burrowing owl (*Athene cunicularia*)[5] and other nesting birds (*Aves*) protected by the MBTA and/or the FGC. Although the staging areas have a low potential for the occurrence of protected species, avoidance and mitigation measures are recommended to ensure that potential impacts do not occur.

Mitigation Measures

BIO-1: To the maximum extent possible, initial grading of the ruderal vegetation in the project area shall be conducted between October and January, which is outside of the typical migratory bird breeding season for the area. If the project schedule does not provide for late-season initial grading in the ruderal vegetation, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to grading to determine presence/absence of nesting birds within the vegetated area. In the event that active nests are observed, work activities shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. (Based on the habitat conditions, if present, active nests would likely be of ground nesting species. The nesting period of these species is typically three to four weeks.) The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the MBTA and FGC shall not be moved or disturbed until the young have fledged.

BIO-2: If a nest of any special-status avian species such as California horned lark or burrowing owl (wintering or nesting burrow) is identified, the airport shall cease all project-related activities that are within 500 feet of the active nest/burrow until the biologist confirms that the nest/burrow is inactive or the airport has coordinated with the USFWS and/or CDFW to determine an appropriate monitoring plan for working in the vicinity of the nest/burrow.

IV.b, c, d) No Impact. The Proposed Project would not have an impact on riparian habitat, wetlands, or interfere with fish and wildlife migration. The project area does not contain wetlands or other riparian habitat, and consequently, no aquatic habitats are supported. Additionally, the airfield is enclosed by a perimeter fence and prohibits wildlife migration.

[5] The burrowing owl is a subterranean nester that is largely dependent on other burrowing mammals. Burrowing owls have called the airport home in the past, as the airport supports marginal habitat for the species. (Ideal habitat for the burrowing owl occurs in open, dry grasslands, deserts, and scrublands.) No burrowing owls or signs of burrowing owls were observed during a recent biological field survey that covered portions of the airport's infield as well as proposed Staging Area 3 and the unpaved parts of the east terminal apron disturbance area (SWCA Environmental Consultants [SWCA] 2019b). Another previous biological field survey conducted in 2013 also noted no signs of the burrowing owl. The owl was last observed on airport property in 2009. Since 2009, the airport's best management practices (BMPs) for wildlife hazard management, which include the management of grass height, seasonal mowing, and an active rodent control program, have discouraged the burrowing owl from taking up residence at the airport.

Therefore, the Proposed Project would have no direct or indirect impact to the migration patterns of fish or other wildlife.

IV.e) No Impact. The Proposed Project would not have an impact on the city's tree preservation policy as there are no trees within the project area.

IV.f) No Impact. The San Joaquin River Conservancy is a regionally governed agency created to develop and manage the San Joaquin River Parkway (SJRP). The SJRP is a 22-mile natural and recreational area in the San Joaquin River floodplain, starting at the Friant Dam and ending at Highway 99. The SJRP is in the process of acquiring property from willing property owners to develop, operate, and manage those lands for public access and recreation. Additionally, the SJRP is working to protect, restore, and enhance the river's riparian and floodplain habitat. The Proposed Project for the airport would not impact the river parkway. Based on a Google Earth aerial analysis, the airport is over six miles south of the river and well outside the limits of the SJRP.

IV. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

REGULATORY SETTING

A cultural resource may be considered significant at the federal, state, and/or local levels. There are varying criteria to be listed on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

Federal Regulations

National Register of Historic Places. The National Park Service (NPS) administers the NRHP, which is considered, "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR §60.2). To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of our history (Criterion A);
- It is associated with the lives of persons who are significant in our past (Criterion B);

- It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C); and/or

- It has yielded, or may be likely to yield, information important in prehistory or history (Criterion D). Ordinarily, cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

State Regulations

California Register of Historical Resources. Like the NRHP, the CRHR is an authoritative guide intended for use by state and local agencies, private groups, and citizens to identify historical resources, as well as to maintain listings of the state's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. The term "historical resources" includes a resource listed in, or determined to be eligible for listing in, the CRHR; a resource included in a local register of historic resources; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (State CEQA Guidelines §15064.5[a]). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established criteria developed for listing in the NRHP.

According to PRC §5024.1(c)(1–4), a resource may be considered historically significant (i.e., it may be listed in the CRHR) if it retains integrity and meets at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (Criterion 1);

- Is associated with the lives of persons important in our past (Criterion 2);

- Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3); or

- Has yielded, or may be likely to yield, information important in prehistory or history (Criterion 4).

Under CEQA, if an archaeological site is not a historical resource but meets the definition of a "unique archaeological resource" as defined in PRC §21083.2, then it should be treated in

accordance with the provisions of that section. A "unique archaeological resource" is defined as follows:

> An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:
>
> - Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
> - Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
> - Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Resources that neither meet any of these criteria for listing on the CRHR nor qualify as a "unique archaeological resource" under CEQA PRC §21083.2 are viewed as not significant. Under CEQA, "A non-unique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects" (PRC §21083.2[h]).

Local Regulations

FRESNO General Plan. The General Plan addresses the cultural and historic resources in Chapter 8, "Historic and Cultural Resources Element" (HCR). The intent of this section of the General Plan is to recognize that an aesthetic environment and connection to culture and history are essential characteristics of a community that values its quality of life, and to provide policy guidance to protect, preserve, and enhance the city's cultural and historic resources. The following objectives and policies are identified to support cultural and historic resources in the city:

6. Protect, preserve, and enhance natural, historic, and cultural resources.
   Emphasize the continued protection of important natural, historic and cultural resources in the future development of Fresno. This includes both designated historic structures and neighborhoods, but also "urban artifacts" and neighborhoods that create the character of Fresno.

15. Improve Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance.

17. Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity, and foster an informed and engaged citizenry.
    Emphasize shared community values and genuine engagement with and across different neighborhoods, communities, institutions, businesses and sectors to solve difficult problems and achieve shared goals for the success of Fresno and all its residents.

The objective and implementation policies of this section of the General Plan include:

- HRC-2: Identify and preserve Fresno's historic and cultural resources that reflect important cultural, social, economic, and architectural features so that residents will have a foundation upon which to measure and direct physical change.
    - HRC-2-b: Historic surveys. Prepare historic surveys according to California Office of Historic Preservation protocols and City priorities as funding is available.
    - HRC-2-c: Project development. Prior to project approval, continue to require a project site and its APE (Area of Potential Effect), without benefit of a prior historic survey, to be evaluated and reviewed for the potential for historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. Survey costs shall be the responsibility of the project developer. Council may, but is not required, to adopt an ordinance to implement this policy.
    - HRC-2-f: Archaeological resources. Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources.

IMPACT ANALYSIS

V.a) Less than Significant Impact. The airport dates to World War II (WWII) as an U.S. Army Air Forces Night Fighter School training base (known as Hammer Field). After the conclusion of WWII in 1945, the army deactivated the airfield and transferred 319 acres of land to the city, while retaining a military accommodations area for the Army Air Forces unit of the National Guard. Much of the airport has been previously surveyed for cultural resources (URS Corporation 2007), and no significant historical properties were discovered.

Fresno architect Allen Y. Lew designed the Fresno Air Terminal building in 1959; it was constructed in 1962-1963. The building's potential for significance under the NRHP, specifically Criteria A and C,[6] was evaluated as part of this MND/IS (SWCA Environmental Consultants [SWCA] 2019a). This evaluation concluded that the building has been so extensively altered on both the exterior and the interior that it does not retain sufficient integrity to the time of its period of significance (1959-1963) to be able to convey that significance. Therefore, it is not recommended as eligible for listing on either the NRHP or the CRHR and is not considered a historic resource under CEQA.

A mosaic mural, commissioned by Allen Y. Lew and designed and executed by California artist Raymond Rice, is mounted on the exterior of the Fresno Air Terminal building. While the mural is not sufficient to make the altered 1962 Fresno Air Terminal eligible under NRHP, the mural itself potentially meets two criteria under the CRHR: Criterion 1 for its association with the Art

[6] The Fresno Air Terminal has no demonstrated associations with individuals significant in the field of aviation (Criterion B) nor does it provide important information in history or prehistory (Criterion D).

and Architecture Movement of the mid 1950s; and Criterion 3 for its association with both Allen Y. Lew and Raymond Rice. Thus, the mosaic mural constitutes a historical resource for purposes of CEQA.

No changes to the mosaic mural are proposed due to the Proposed Project. The proposed terminal extension to the east would not interfere or lessen the characteristics of the mural that make it potentially eligible for listing on the CRHR. Substantial adverse changes to its historical significance would not occur, and potential impacts are less than significant.

V.b-c) No Impact. The Proposed Project would occur within developed portions of the existing airport and does not have the potential to cause substantial adverse changes to archaeological resources or human remains. Several cultural resource surveys have been conducted on the airport (URS Corporation 2007; SWCA 2019c) in conjunction with previously evaluated projects. As a result of these survey efforts, FAA determined and the California State Historic Preservation Office (SHPO) concurred that "no adverse effect" would result from those airport improvement projects.

In addition, although most of the project site is covered with pavement or structures so the soil under the pavement cannot be inspected for unknown cultural resources, these areas have been previously disturbed by airport development. Per state and federal regulations, the airport would require the contractor to follow standard protocols for the discovery of unanticipated cultural resources, if needed. Thus, if any buried and/or previously unidentified cultural materials are encountered during project construction, work shall cease immediately at that location and the Airport Sponsor shall notify the FAA and SHPO as soon as possible to determine an appropriate course of action.

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VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

REGULATORY SETTING

Federal Regulations

FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*. The FAA has established energy conservation standards for airport buildings and facilities. These standards, as set forth in FAA Order 1053.1C, are designed to manage the acquisition, consumption, and conservation of energy and water resources in a manner that minimizes both the expense and the impact of FAA operations on human health and the environment. FAA energy and water reduction requirements are based on mandates established by federal legislation, Executive Orders (E.O.), and U.S. Department of Transportation (DOT) policy.

State Regulations

State Renewable Energy Goal. In 2002, the state established its Renewables Portfolio Standards (RPS) Program (Senate Bill [SB] 1078), with a goal to increase renewable energy use in the state's electricity mix to 20 percent of retail sales by 2017. Over the years since this RPS Program was put into place, various governors have signed several reiterations and goals. In September 2018, Governor Brown updated the RPS Program requiring 60 percent of retail sales from renewable resources by 2030, and 100 percent by 2045 (SB 100).

According to CARB's 2017 Scoping Plan, the state's largest three investor-owned utilities are on track to achieve a 50 percent RPS by 2020. Renewable energy is also making strides in the transportation sector. According to CARB analysis, fossil fuel demand demand will decrease by more than 45 percent by 2030. Even in the heavy-duty vehicle sector, renewable fuels are displacing diesel fossil fuels as quickly as renewable power is replacing fossil fuels on the

electricity grid. Renewable biodiesel use has increased 7000 percent since 2011 (CARB 2017: pp. ES8-12).

Local Regulations

FRESNO General Plan. The General Plan addresses energy conservation goals and policies in Chapter 7, "Resource Conservation and Resilience." Key opportunities identified in the General Plan include promoting household conservation of electricity, striving to change current trends of higher energy use in newer development, and investing in alternative energy technology. The objective and implementation policies of this section of the General Plan include:

- RC-8: Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.
    - RC-8-a: Existing standards and programs. Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
    - RC-8-f: City heating and cooling. Reduce energy use at City facilities by updating heating and cooling equipment and installing "smart lighting" where feasible and economically viable.
    - RC-8-j: Alternative fuel network. Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.

Chapter 6, "Public Utilities and Services" (PU) also includes goals and policies pertaining to the electric and gas infrastructure for Fresno. Pacific Gas and Electric (PG&E) is the primary energy provider in Fresno for both gas and electric needs. The intent of this section of the plan is to promote household conservation of electricity and strive to change current trends of higher energy use in newer developments to conserve resources for future growth.

- PU-8: Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.

IMPACT ANALYSIS

VI.a-b) Less Than Significant Impact. The Proposed Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. During construction, energy use would result from the operation of on-road and off-road equipment and vehicles. On-road sources of energy consumption include the fuel consumption from: construction workers driving to and from the airport; delivery vehicles transporting materials to and from the airport; earth

removal activities both on and off the airport; and construction debris removal (i.e., solid waste hauled off the airport). Off-road sources of energy consumption include the fuel consumption for equipment during each phase of construction.

The airport would complete the construction of each phase in the most efficient way possible to reduce unnecessary energy consumption. As previously discussed in Section III. Air Quality, *In-Use Off-Road Diesel-Fueled Fleets Regulations* (CARB 2016) applies to all self-propelled off-road vehicles that are 25 hp or more, as well as most two-engine vehicles.

Based on the CalEEMod outputs in the air quality analysis for this MND/IS, the Proposed Project would require an estimated 1,555,142 kilowatt hours (kWh) of electricity and 1,344,235 kilo-British thermal units of natural gas (kBTU) per year once the project is completed and operational **(Table 6)**.[7] This estimate is based on the area (in square feet) of the parking structure and terminal building expansion, and the energy required to light, heat, cool, and provide energy sources for other building functions.

TABLE 6
Estimated Annual Operational Energy Use (without energy efficiency measures)

Project Component	Electricity Use (kWh/yr)	Natural Gas (kBTU/yr)	Vehicle Miles Traveled	Gallons of Fuel (based on 25 mpg)
Parking Structure	714,310	0	0	0
Terminal Apron Expansion	0	0	0	0
Terminal Building Expansion	840,832	1,344,235	1,777,949[1]	71,118[1]
TOTAL	**1,555,142**	**1,344,235**	**1,777,949[1]**	**71,118[1]**

Source: CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)
[1] Using trip generation rates for a general office building, the building expansion would experience approximately 832 trips per day. However, it is likely that the building expansion would generate less than 20 new employees, based on estimates from airport management. See Footnote 7 below. Therefore, the vehicle miles traveled and related fuel consumption is overestimated by CalEEMod.
kWh/yr = kilowatt hour per year
kBTU/yr = kilo-British thermal unit per year
mpg = miles per gallon

[7] Vehicle miles traveled (VMT) are also estimated by CalEEMod and reported in **Table 6**. However, it should be noted that CalEEMod does not have a default setting for an airport terminal so the building square foot increase was modeled as a general office building (see **Appendix B**). Using trip generation rates for a general office building, CalEEMod estimates approximately 832 vehicular trips per day would occur from the Proposed Project. However, based on estimates from airport management, the Proposed Project would generate a need for an additional 17 airport personnel (2 electricians, 1 HVAC [heating, ventilation, and air conditioning] mechanic, 2 maintenance personnel, and 12 custodians). (Assuming an additional number of federal employees associated with TSA or Customs Border Patrol staff would be speculative as federal staffing is related primarily to funding decisions.) At two trips per day per additional airport employee, as well as other miscellaneous trips (estimated at 10 trips per day), the Proposed Project would generate less than 50 trips per day. Thus, the vehicular trips and VMT associated with the building expansion would not be nearly as high as a general office building of the same size, and the associated gallons of fuel are overestimated.

Energy Demand Offsets

Part of the Proposed Project is to install solar panels on the roof of the parking structure. It is estimated that the total output of the solar panels would be 1.0 MW. To the extent that the Proposed Project's energy demand is offset by this solar production, the energy demand, as discussed above and shown in **Table 6**, would be reduced.

In addition, the estimated energy demands shown in **Table 6** do not take into account any specific energy efficiency measures. However, all new buildings would be constructed to meet the California Green Building Standards Code (CALGreen). CALGreen (CCR, Title 24, part 11) includes mandatory measures for nonresidential development in a variety of categories, one of which relates to materials conservation and resource efficiency. CCR, Title 24, part 6 building regulations would apply to all new development or redevelopment, including: compliance with American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 90.1 national standards; efficiency requirements for elevators and digital controls; and energy efficiency measures pertaining to building envelopes, mechanical systems, lighting (indoor, outdoor, and signage), electrical power distribution, and solar readiness.

Operation of the FAA-leased ATO offices would also be required to conform to the standards of FAA Order 1053.1C.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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 of life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

REGULATORY SETTING

State Regulations

California Earthquake Hazards Reduction Act. The *California Earthquake Hazards Reduction Act* was enacted to address California's susceptibility to earthquakes through mitigation, preparedness, response, and recovery. The risk of life and property is especially significant near the San Andreas fault, where rapid growth and population increases have occurred in the state's largest urban centers. Earthquake hazard reduction measures include, but are not limited to, improving design and construction methods and practices, implementing land use and redevelopment planning, and improving emergency response and management systems.

Local Regulations

FRESNO General Plan. Seismic and geologic hazards are addressed in Chapter 9, "Noise and Safety" (NS). According to the General Plan, Fresno is in one of the more geologically stable regions of the state and does not lie within a known earthquake active fault zone. The nearest active fault is near Independence, California, which is approximately 100 miles east of Fresno. Additionally, seismic-related concerns (including liquefaction and subsidence) are considered minor for the planning area of the General Plan. Additionally, the city is not located in an Alquist-Priolo Special Fault Study Zone. That being said, Fresno has the potential to be affected by major seismic events from the following fault systems:

- The San Andreas Fault paralleling the coast ranges in western Fresno County;
- The Owens Valley Fault system in the Eastern Sierra Region;
- The White Wolf Fault paralleling the Tehachapi range southeast of Bakersfield;
- Hidden thrust fault(s) in the west side of the San Joaquin Valley; and,
- The Long Valley Caldera, a seismic and volcanic area in the Eastern Sierra that lies between Mono Lake and Crowley Lake.

Expansive soils are also a concern in portions of Fresno. In the northern portion of the Fresno sphere of influence, there are some areas of expansive clay soil that require special construction standards for foundations and infrastructure. Other soil concerns identified in the General Plan include soil erosion. While the city is not overly susceptible to soil erosion, there is an area of land within 300 feet of the toe of the San Joaquin River bluffs vulnerable to soil erosion, where the steep slopes and soil composition predisposes it to instability and erosion.

The objective and implementation policies of this section of the General Plan include:

- NS-2: Minimize risks of property damage and personal injury posed by geologic and seismic risks.
    - NS-2-a: Seismic Protection. Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code.

- NS-2-b: Soil analysis requirement. Identify areas with potential geologic and/or soils hazards and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water.

IMPACT ANALYSIS

VII.a-f) Less than Significant Impact. As previously stated, Fresno is in one of the more geologically stable regions of the state and does not lie within a known earthquake active fault zone. According to the California Geological Survey (CDC website 2019), the Clovis Fault is approximately six miles to the northeast and is currently an inactive fault line (**Exhibit 9**). The project area is not located in an Alquist-Priolo Special Fault Study zone and is not located within a strong seismic zone. In addition, by law, all structures, including the new terminal expansion and the parking structure, must be constructed to the appropriate building standards. Thus, less than significant impacts related to earthquakes and ground-shaking concerns would occur.

In addition, soil-related issues would be less than significant for the following reasons:

- The project area has little risk for soil erosion, and, according to the General Plan, the city overall is at little risk of soil erosion with exception of property within 300 feet of the San Joaquin River Bluffs. According to a review of Google Earth imagery, the airport is located over five miles southeast from the San Joaquin River.

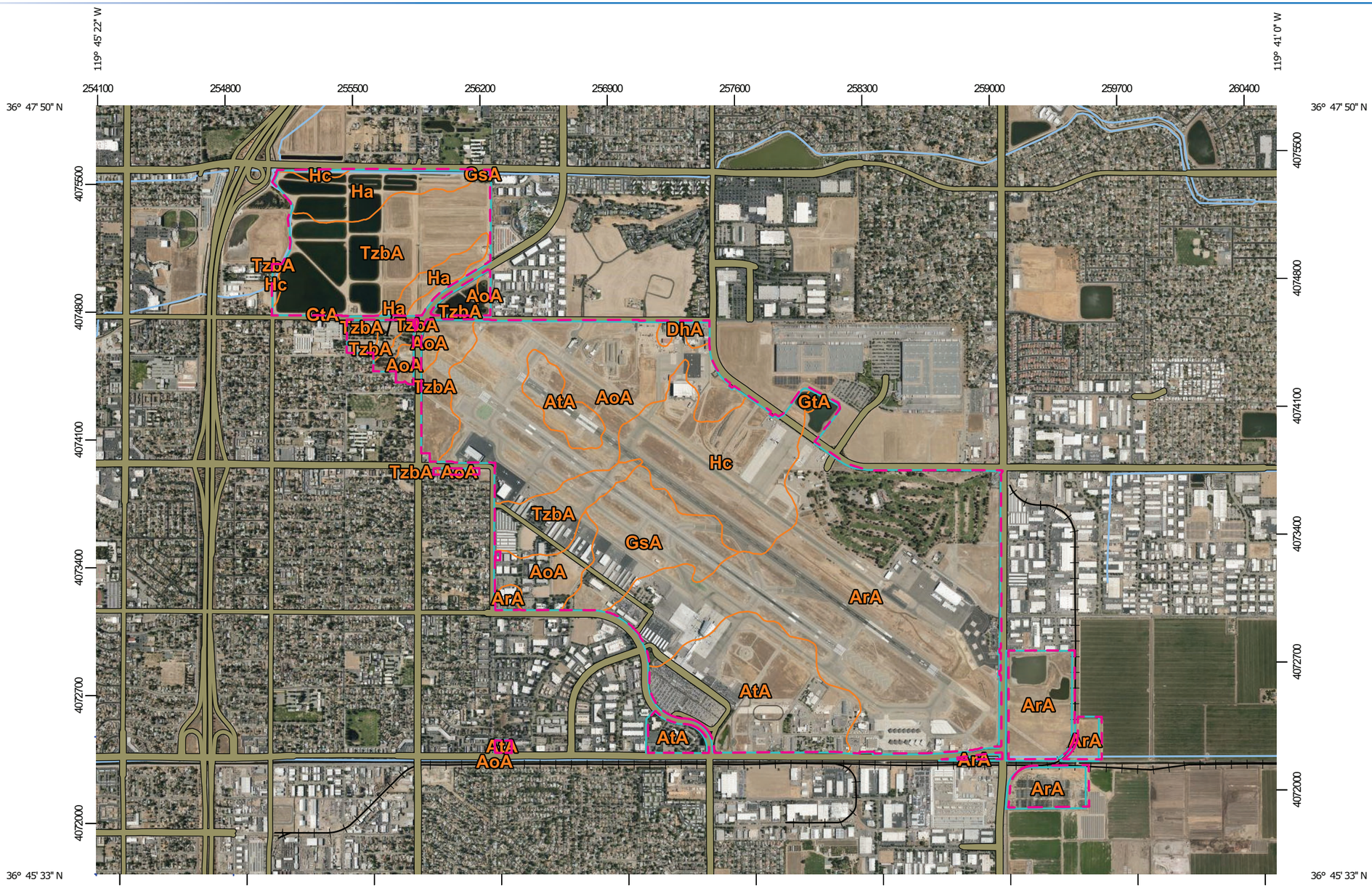
- The project location is not located on unstable soil, or soil that would be unstable as a result of the project. The project is located within an existing airfield, in service since the 1940s, which is relatively level.

- The Proposed Project is not located on expansive soil. As noted on **Exhibit 10**, soils on airport property are loamy in nature, which is typically well-drained soil and not subject to expansion. According to the USDA-NRCS Web Soil Survey (USDA-NRCS website 2019), loam soil is defined as soil materials that is 7 to 27 percent clay particles, 28 to 50 percent silt particles, and less than 52 percent sand particles.

- No septic tanks are proposed with this project.

- This Proposed Project does not impact any unique paleontological resource or site or unique geologic feature. All project areas have been previously disturbed by airport use and construction.

Source: ESRI Basemap Imagery (2017), California Department of Conservation.



Map Scale: 1:29,700 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 400 800 1600 2400

Feet: 0 1000 2000 4000 6000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

USDA Natural Resources Conservation Service

See page 2 of exhibit for legends

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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
- Spoil 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.

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 11, Sep 12, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 1, 2018—Jul 1, 2018

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
AoA	Atwater loamy sand, 0 to 3 percent slopes, MLRA 17	271.9	16.7%
ArA	Atwater sandy loam, 0 to 3 percent slopes	596.1	36.7%
AtA	Atwater sandy loam, moderately deep, 0 to 3 percent slopes	192.8	11.9%
DhA	Delhi loamy sand, 0 to 3 percent slopes, MLRA 17	7.6	0.5%
GsA	Greenfield coarse sandy loam, 0 to 3 percent slopes	90.6	5.6%
GtA	Greenfield sandy loam, 0 to 3 percent slopes	2.4	0.1%
Ha	Hanford coarse sandy loam	68.7	4.2%
Hc	Hanford sandy loam	151.4	9.3%
TzbA	Tujunga loamy sand, 0 to 3 percent slopes	244.3	15.0%
Totals for Area of Interest		**1,625.9**	**100.0%**

USDA Natural Resources Conservation Service

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VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

REGULATORY SETTING

Federal Regulations

The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* held that the U.S. EPA has the authority to regulate motor vehicle greenhouse gas (GHG) emissions under the federal CAA. The U.S. EPA began regulating such GHGs under the CAA in 2011, following its endangerment finding. Of relevance to this analysis, the U.S. EPA's GHG regulations include regulations governing transportation and mobile sources. Standards for mobile sources have been established pursuant to Section 202 of the CAA.

There are not widely established or readily accepted thresholds of significance for GHG emissions for airport-related projects. As outlined in FAA's *Aviation Emissions and Air Quality Handbook* (FAA 2015: p. 15), "GHG emissions associated with aviation are principally in the form of carbon dioxide (CO_2) and are generated by aircraft, auxiliary power units (APUs), ground service equipment (GSE), motor vehicles, and an assortment of stationary sources. For the most part, CO_2 emissions from these sources arise from the combustion of fossil fuels (e.g., jet fuel, Avgas, diesel, gasoline, compressed natural gas [CNG]) and are emitted as by-products contained in engine exhausts. Other GHGs associated with airport operations include methane (CH_4) and nitrous oxide (N_2O), water vapor (H_2O), soot, and sulfates - but are emitted by airports to a far lesser extent than CO_2. Emissions of HFCs (hydrofluorocarbons), PFCs (perfluorinated chemicals), and SF_6 (sulfur hexafluoride) are most commonly linked with refrigeration, air conditioning, and other coolants." In terms of U.S. contributions, the U.S. Government Accountability Office (GAO) reports that "domestic aviation contributes about 3 percent of total carbon dioxide emissions, according to EPA data," compared with other industrial sources, including the remainder of the transportation sector (20 percent) and power generation (41 percent) (U.S. GAO 2009). The International Civil Aviation Organization (ICAO) also estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally (ICAO 2010).

FAA Order 1053.1C. Per FAA Order 1053.1C, FAA must reduce GHG emissions in accordance with U.S. DOT requirements. In June 2015, the U.S. DOT established a Scope 1 and Scope 2 GHG emissions reduction requirements by 35 percent by fiscal year (FY) 2025, relative to the 2008 baseline. Scope 1 GHG emissions are direct GHG emissions from sources that are owned or controlled by FAA. Scope 2 are indirect GHG emissions resulting from the generation of electricity, heat, or steam purchased by FAA. In June 2015, the U.S. DOT also established Scope 3 GHG emissions reduction requirements by 35 percent by FY 2025 (relative to the FY 2008 baseline). Scope 3 GHGs are those that come from sources not owned or directly controlled by FAA but related to agency activities such as vendor supply chains, delivery services, and employee travel and commuting.

State Regulations

State GHG Reduction Targets. E.O. S-3-05, signed on June 1, 2005, established state GHG emissions reduction targets and created a coordination and monitoring process involving the Secretary of the California Environmental Protection Agency (CalEPA) and heads of other state agencies to meet the reduction targets. The identified statewide reduction targets include reducing GHG emissions to 1990 levels by 2020 and reducing GHG emissions to 80 percent below 1990 levels by 2050.

The *California Global Warming Solutions Act of 2006* (AB 32) established a statewide cap on GHG emissions in 2020, based on 1990 levels, to ensure that the provisions of E.O. S-3-05 are met. AB 32 required CARB to prepare a scoping plan to outline an approach to reduce GHG emissions in California to meet this goal. CARB approved the first scoping plan in 2008, which was updated in 2013.

On September 8, 2016, the California Governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is intended, in part, to put the state on the right track to achieve the 2050 reduction target set forth in E.O. S-3-05. SB 32 requires CARB to develop technologically feasible and cost-effective regulations to achieve the targeted 40 percent GHG emission reduction.

California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target (Scoping Plan). CARB adopted this Scoping Plan in late 2017, which calls for emissions reductions at the state level that meet or exceed the statewide 2030 GHG target, and notes that additional effort will be needed to maintain and continue GHG reductions to meet both the 2030 and long-term (2050) targets. Goals and policies for the transportation sector include transitioning the state's transportation system to one powered by zero emission vehicles and reducing GHGs for all vehicles (light-duty as well as medium- and heavy-duty vehicles). Reductions in VMT is to be achieved, in part, by continued implementation of CARB's Sustainable Communities and Climate Protection Program (SB 375) (CARB 2017). To this end, regional targets have also been set. The goals for the Fresno County Council of Governments (COG) is a six

percent reduction in per capita passenger vehicle GHG emissions relative to 2005 by 2020 and a 13 percent reduction by 2035.[8]

California Environmental Quality Act Guidelines. A quantitative threshold of significance for GHG emissions is not identified in the CEQA Guidelines. Rather, the CEQA Guidelines affirm the discretion of lead agencies to establish their own significance thresholds, provided such are supported by substantial evidence. Specifically, Section 15064.4 of the CEQA Guidelines discusses the significance evaluation for GHG emissions and recognizes that the "determination of the significance calls for a careful judgment" by the lead agency that is coupled with lead agency discretion to determine whether to: (1) use a model or methodology; and/or (2) rely on a qualitative analysis or performance-based thresholds. Section 15064.4(b) further states that a lead agency should consider the following, non-exclusive, list of factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. The extent to which project emissions exceed a threshold of significance that the lead agency determines applies to the project; and,

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Regional and Local Regulations

SJVAPCD Climate Action Plans and GHG Guidance. The SJVAPCD adopted a Climate Change Action Plan (CCAP) in 2008, directing the District Air Pollution Control Officer to draft guidance to assist lead agencies, project proponents, permit applicants, and all other interested parties in assessing and reducing the impact of project-specific GHG emissions. The guidance policy relies on the use of performance-based standards (best performance standards, or BPS), to assess the significance of project-specific GHG emissions on climate change for stationary sources. (Such stationary sources include fossil fuel-fired boilers, non-emergency on-site electric power generation with fossil fuel combustion, landfill operations, or wastewater treatment facilities.) Additionally, BPS applies to development projects to address energy consumption and vehicle miles traveled for the project (SJVAPCD 2009).

Fresno Council of Government's *Regional Transportation Plan and Sustainable Communities Strategy 2018-2042*. Per SB 375, Sustainable Communities and Climate Protection Program, CARB established GHG emission reduction targets for cars and light trucks for each of the state's metropolitan planning organizations with a 2005 base year. For the Fresno COG region, GHG

[8] Regional greenhouse gas emissions reduction targets were approved by CARB at the September 23, 2010 and March 22, 2018, Board Hearings (CARB website 2019b).

reduction targets were established to be a five percent reduction by the year 2020, and a 10 percent reduction by 2035. In the event those targets could not be met, then SB 375 requires that an alternative strategy be employed to demonstrate how targets can be met through alternative means.

According to the *Regional Transportation Plan and Sustainable Communities Strategy 2018-2042* (RTP-SCS), the Fresno COG will be able to comply with the per capita GHG reduction targets through implementation of the strategies set forth in the RTP-SCS. These strategies include 12 adopted "Smart Growth" principles, such as #8, "Provide a variety of transportation choices" and #11, "Enhance the economic vitality of the region." **Table 7**, published in the RTP-SCS, demonstrates targets and current and anticipated reductions (Fresno COG 2019: Table 3-1).

TABLE 7
Fresno COG Greenhouse Gas Reduction Targets

Year	Per Capita GHG Reduction Target	Fresno COG per Capita GHG Reduction
2020	5%	5%
2035	10%	10%
2042	NA	12%

Source: Fresno COG 2019.
COG = Council of Governments
GHG = greenhouse gas(es)

The RTP-SCS identifies the goal for the Fresno aviation system to be "a fully functional and integrated air service and airport system that is complementary to the regional transportation system." The objective of this goal is to "maintain and improve the airport system in Fresno County." Several policies are derived from this goal, which includes:

- Encourage air travel as an energy-efficient mode of transportation for long-distance travel.
- Coordinate airport planning with airport owners and managers, the Airport Land Use Commission, the Federal Aviation Administration, Caltrans Division of Aeronautics, and local agencies in the areas of transportation, land use, economic development, and resource utilization.
- Participate in efforts to promote airport land use planning such as the California Airport Land Use Consortium.

The RTP-SCS identifies both short- and long-term actions to reduce mobile source emissions to comply with federal and state air quality standards. Short-term actions proposed in the RTP-SCS aim to reduce air emissions between 2018 and 2022, and are related to measures to improve air quality related to system, demand, and control management strategies. Long-term actions identified in the RTP-SCS address the challenge of changing human attitudes and behavior, and

continue to implement strategies to use existing transportation and energy sources more efficiently.

FRESNO General Plan. As mentioned in a previous section of the Environmental Issues Checklist (Section III. Air Quality), the city's General Plan outlines the city's commitment to improving regional air quality, including the reduction of GHGs.

The objective and implementation policies for GHG reductions include:

- RC-5: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take timely, necessary, and the most cost-effective actions to achieve and maintain reductions in greenhouse gas emissions and all strategies that reduce the causes of climate change in order to limit and prevent the related potential detrimental effects upon public health and welfare of present and future residents of the Fresno community.
    - RC-5-c: GHG reduction through design and operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies:
        - Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
        - Promote appropriate energy and water conservation standards and facilitate mixed-use projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
        - Require energy and water audits and upgrades for water conservation, energy efficiency, and mass transit, pedestrian, and bicycle amenities at the time of renovation, change in use, change in occupancy, and change in ownership for major projects meeting review thresholds specified in an implementing ordinance.
        - Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site stormwater basin to prevent possible increases in vector-borne illnesses associated with global climate change.
        - Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHGs through facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
        - Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.

- RC-5-f: Ensure compliance. Ensure ongoing compliance with GHG emissions reduction plans and programs by requiring that air quality measures are incorporated into projects' design, conditions of approval, and mitigation measures.
- RC-5-g: Evaluate impacts with models. Continue to use computer models such as those used by APCD to evaluate GHG impacts of plans and projects that require such review.

IMPACT ANALYSIS

VIII.a) Less Than Significant Impact. The purpose of the Proposed Project is to accommodate existing operations and passenger levels at the airport. The Proposed Project would temporarily generate GHG emissions during the construction phase. Once the Proposed Project is constructed, the generation of project-related GHGs would be associated with electricity generation needed to operate the additional structures and lighting as well as fuel combustion from vehicular trips associated with the building expansion. The Proposed Project would not cause additional aircraft operations as the two new proposed loading gates would replace existing gates already at the airport.

Temporary Construction GHGs. Estimated project construction GHGs have been modeled using CalEEMod (**Appendix B**). The resulting reports are on file with the airport. The information presented in **Table 8** below identifies the total project-related GHGs (in metric tons per year [MT/yr]) calculated by CalEEMod for each GHG per calendar year of construction. These amounts are then multiplied by the global warming potential (GWP) for each GHG to determine the final carbon dioxide equivalent (CO_2e) total for that calendar year. (CO_2e factors in the individual GWPs for CO_2, CH_4, and N_2O. This allows the computation of overall global warming impacts by accounting for how much energy the emissions of one ton of a particular gas would absorb over a given period of time compared to the emissions of one ton of CO_2.)

As shown in the table, the first year of construction (2020) could result in approximately 600 MT of CO_2e. The second year of construction (2021) would have the most construction GHGs (approximately 1,192 MT of CO_2e) followed by an estimated 165 MT of CO_2e in the third year of construction (2022). During the last year of construction, less than 150 MT of CO_2e is likely to occur. These are temporary GHG impacts. Construction activity is assumed to occur throughout the state and/or individual regions and are not generally included in the overall GHG goals of the state.

TABLE 8
Estimated Project Construction Greenhouse Gas Emissions (MT/yr)

Phase	CO_2	CH_4	N_2O	Total CO_2e[1]
GWP	1	36	298	
Year 2020				
Phase 0	465.18	0.09	0.00	
Phase 1	136.88	0.03	0.00	
2020 Total CO_2e[1]	*602.06*	*4.32*	*0.00*	*606.38*
Year 2021				
Phase 0	559.28	0.07	0.00	
Phase 1	166.72	0.03	0.00	
Phase 2	459.50	0.07	0.00	
2021 Total CO_2e[1]	*1,185.50*	*6.12*	*0.00*	*1,191.62*
Year 2022				
Phase 2	126.50	0.02	0.00	
Phase 3	25.25	0.00	0.00	
Phase 4	12.20	0.00	0.00	
2022 Total CO_2e[1]	*163.95*	*0.72*	*0.00*	*164.67*
Year 2023				
Phase 4	140.74	0.04	0.00	
2023 Total CO_2e[1]	*140.74*	*1.44*	*0.00*	*142.18*

Source: CalEEMod version 2016.3.2 analysis (Model reports are on file with the airport.)
[1] CO_2e totals account for the GWP of each GHG. Final CO_2e numbers may differ slightly from those shown in the reports generated by CalEEMod, due to rounding of numbers.
MT/yr = metric tons per year
GWP = global warming potential
CO_2e = carbon dioxide equivalent
NOTE: A CalEEMod air quality analysis was not performed on Phase 5. This phase of the Proposed Project is entirely limited to interior work, and the workers traveling to the airport would be typical of other ongoing minor airport renovations.

Long-Term Operational GHGs. **Table 9** illustrates the total annual GHG emissions from the project once fully operational. Each portion of the Proposed Project was individually modeled through CalEEMod as it would become operational. For example, once the parking structure is occupied, it would begin to generate operational GHGs (Phase 0). At full buildout, all the individual elements of the project are summed for a total annual GHG emission output for the project.

The Proposed Project's operational GHG emissions are estimated to be 1,490 MT/yr once the project is completely occupied and functional. However, it should be noted that CalEEMod does not have a land use for commercial airport terminals. Therefore, a "General Office Building" land use was substituted for the commercial airport terminal expansion in the CalEEMod program (see **Appendix B**). While considered an acceptable proxy for the energy needs of the new building space (and thus associated GHG emissions), a general office building is not a good proxy for the number of new employees and associated VMT. In actuality, many of the functions that would occur in the new and remodeled building space already occur at the airport.

The airport management estimates that the Proposed Project would require an additional 17 airport employees, including some that do not travel to the airport on a daily basis (e.g., HVAC mechanic). Assuming two trips per employee and 10 other miscellaneous trips per day, this would translate to less than 50 trips per day. Conversely, the CalEEMod program assumed 832 trips/day for trips associated with the operation of an office building. Therefore, the operational GHGs reported in **Table 9** are higher than would actually occur from the Proposed Project. See also Footnote 7 in Section VI. Energy.

TABLE 9
Estimated Project Operational Greenhouse Gas Emissions (MT/yr)

Onset of Operation	CO_2	CH_4	N_2O	Total CO_2e[1]
Year 2021 (Completion of Phases 0 and 1)	207.81	0.009	1.94	
Phase 0	207.81	0.009	1.94	
Phase 1	0.00	0.00	0.00	
Year 2022 (Completion of Phases 2 and 3)	459.50	0.07	0.00	
Phase 2	459.50	0.07	0.00	
Phase 3	0.00	0.00	0.00	
Subtotal of Years 2021 + 2022	**667.31**	**0.079**	**1.94**	
Year 2023 (Completion of Phase 4)	226.15	0.40	0.004	
Subtotal of Years 2021 + 2022 + 2023	***893.46***	***0.479***	***1.944***	
GWP	**1**	**36**	**298**	
Full Buildout Totals CO_2e	*893.46*	*17.24*	*579.31*	*1,490.01*

Source: CalEEMod version 2016.3.2 analysis (Model reports are on file with the airport.)
[1] Final CO_2e numbers may differ slightly from those shown in the reports generated by CalEEMod, due to rounding of numbers.
MT/yr = metric tons per year
GWP = global warming potential
CO_2e = carbon dioxide equivalent
NOTE: A CalEEMod air quality analysis was not performed on Phase 5. This phase of the Proposed Project is entirely limited to interior work, and the workers traveling to the airport would be typical of other ongoing minor airport renovations.

In conclusion, although the Proposed Project would result in additional GHGs due to the electrical needs of the new building space and new employee or other operational vehicular trips, the indirect effect of offering an improved regional airport in Fresno would potentially decrease VMT (and related GHG emissions) associated with air travel in the state overall. Arguably, if the airport becomes less desirable, the air traveling public in Fresno and the surrounding areas would travel to other airports located farther away, e.g., San Jose, Oakland, and Sacramento, California. This would indirectly increase VMT and associated GHGs and would not be consistent with the Fresno RTP-SCS, as discussed below.

In addition, the new parking structure would reduce the number of "drop off and pick up" vehicular trips that currently occur at the airport due to a lack of long-term parking. Because the Proposed Project would continue to support airport functions that foster an alternative to vehicular travel statewide, as well as provide an alternative to existing vehicular trips associated with "drop off and pick up" vehicular trips, impacts related to the generation of GHGs are less than significant.

GHG Emission Offsets

Part of the Proposed Project is to install solar panels on the roof of the parking structure. It is estimated that the total output of the solar panels would be 1.0 MW. To the extent that the Proposed Project's energy demand is offset by this solar production, GHGs related to its energy demand, as discussed above and shown in **Table 9**, would be reduced.

VIII.b) Less Than Significant Impact. The purpose of the Proposed Project is to expand and reconfigure landside facilities and a connected airside aircraft apron area to meet current and forecast passenger needs at the airport, while improving safety, security, and the overall customer experience at the airport. The Proposed Project would resolve existing limitations by:

- Providing additional vehicular parking in support of the airport's passenger terminal operations;
- Providing an expansion of the passenger terminal and FIS functions to accommodate increased domestic and international travel; and
- Providing suitable aircraft apron to support two new international/domestic "swing" terminal loading gates.

As such, the Proposed Project is consistent with goals and policies of the RTP-SCS to "encourage air travel as an energy-efficient mode of transportation for long-distance travel" by ensuring air travel continues to be an accessible means of travel in and out of the region.

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IX. Hazard and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create 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) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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 the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

REGULATORY SETTING

Federal Regulations

Established in 1970, the mission of the U.S. EPA is to protect human health and the environment. The U.S. EPA published *Working Together, FY 2018 – 2022 U.S. EPA Strategic Plan*, outlining three goals for the agency (U.S. EPA 2018):

- Deliver real results to provide Americans with clean air, land, and water, and ensure chemical safety.
- Rebalance the power between Washington and the states to create tangible environmental results for the American people.
- Administer the law, as Congress intended, to refocus the Agency on its statutory obligation under the law.

Toxic Substances Control Act (TSCA). Under TSCA, U.S. EPA has broad authority to issue regulation designed to gather health/safety and exposure information on, require testing of, and control exposure to chemical substances and mixtures. TSCA gives U.S. EPA authority to take specific measures to assess chemical substances and mixtures and protect against unreasonable risks to human health and the environment from existing chemicals. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

Resource Conservation and Recovery Act (RCRA). RCRA protects communities and resource conservation through regulations, guidance and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse. Today, U.S. EPA is focused on building the hazardous and municipal solid waste programs and fostering a strong societal commitment to recycling and pollution prevention. RCRA is also best known for developing a comprehensive system and federal/state infrastructure to manage hazardous waste from "cradle-to-grave."

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)/Superfund. The CERCLA, also known as Superfund, was passed by Congress in 1980. This law is responsible for cleaning up some of the nation's most contaminated land and responding to environmental emergencies, oil spills, and natural disasters. The Superfund program allows U.S. EPA to clean up contaminated sites and forces parties responsible for the contamination to either perform cleanups or reimburse the government for U.S. EPA-led cleanup work. When there is no definitive responsible party, Superfund gives the U.S. EPA the funding and authority needed to clean up contaminated sites.

State Regulations

Founded in 1991, CalEPA became the single state environmental authority in a single cabinet-level agency under the governor. CalEPA oversees CARB, State Water Resources Control Board (SWRCB) and its RWQCBs, CalRecycle, California Department of Toxic Substance Control (DTSC), Office of Environmental Hazard Assessment, and Department of Pesticide Regulation. These agencies work together for the protection of human health and the environment and ensure effective use of these resources. Their mission is to restore, protect, and enhance the environment and to ensure public health, environmental quality, and economic vitality.

Hazardous Waste Control Law. The California Legislature declared that in order to protect the public health and the environment and to conserve natural resources, it was in the public interest to establish regulations and incentives to ensure that the generators of hazardous waste employ technology and management practices for the safe handling, treatment, recycling, and destruction of their hazardous wastes prior to disposal. Counties are required to prepare solid waste management plans for all waste disposal within each county and for all waste originating in each county, which is administered by a seven-member committee. The *Hazard Waste Control Law* acts similar to RCRA; however, it is more stringent.

Carpenter-Presley-Tanner Hazardous Substance Account Act (HSAA). The intent of the HSAA is to establish a program to provide for response authority for releases of hazardous substances, including spills and hazardous waste disposal sites that pose a threat to the public health or the environment. Similar to the federal Superfund program, HSAA authorizes the state to clean up sites that do not qualify for cleanup under CERCLA. HSAA also provides funding to the state to pay for its required share of CERCLA costs and provides compensation to persons injured by exposure to hazardous substances.

Local Regulations

FRESNO General Plan. The General Plan notes that the California Code of Regulations defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored or disposed of, or otherwise managed. Hazardous wastes are defined in a similar manner. Hazardous wastes are hazardous materials that cease to have practical use; examples include substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal.

Chapter 9, “Noise and Safety,” addresses hazardous materials and waste goals and objectives. The purpose of this chapter of the General Plan is to identify the natural and man-made public health and safety hazards that exist within the planning area, and to establish preventative and responsive objectives and policies and programs to mitigate their potential impacts.

The objective and implementation policies for hazardous materials and waste include:

- NS-4: Minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes.
    - NS-4-a: Processing and storage. Require safe processing and storage of hazardous materials, consistent with the California Building Code and the Uniform Fire Code, as adopted by the City.
    - NS-4-c: Soil and groundwater contamination reports. Require an investigation of potential soil or groundwater contamination whenever justified by past site uses. Require appropriate mitigation as a condition of project approval in the event soil or groundwater contamination is identified or could be encountered during site development.
    - NS-4-e: Compliance with county program. Require that the production, use, storage, disposal, and transport of hazardous materials conform to the standards and procedures established by the County Division of Environmental Health. Require compliance with the County's Hazardous Waste Generator Program, including the submittal and implementation of a Hazardous Materials Business Plan, when applicable.

IMPACT ANALYSIS

IX.a) Less Than Significant Impact. The Proposed Project would not introduce new, hazardous activity at the airport. Although airport operations may involve the transport of hazardous materials (also called "dangerous goods" by the airline industry) and the use of fuel, oil, and other petroleum-based products, these do not result from the Proposed Project itself. These operations would continue to occur at the airport under established guidelines with or without the Proposed Project.

During the construction phase, the project's staging areas would most likely include the use of aboveground storage tanks and other temporary facilities to store fuel, oil, and other petroleum-based products. These temporary facilities would be in accordance with applicable rules, regulations, and procedures governing their use. Typical construction best management practices (BMPs) include placing catch basins beneath construction equipment during the fueling process. This measure, as well as other industry standard BMPs, would ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials related to the Proposed Project are less than significant.

IX.b) No Impact. Potential hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are already addressed by the airport's Public Safety Office and its hazardous materials management and emergency response plans. These plans would continue to be in effect throughout the airport whether the Proposed Project is constructed or not. The City of Fresno Fire Department operates one fire station located at the airport; another city fire facility,

Station #10, is located adjacent to the airport on the northeast side. No new hazards would be created as a result of the project.

IX.c) No Impact. No schools are located within a quarter mile of the project location.

IX.d) Less Than Significant Impact. The airport is located on a Formerly Used Defense Site (FUDS) (USACE website 2019). This site is not listed on the National Priorities List; however, the airport is an active clean-up site in the DTSC's EnviroStor program (DTSC website 2019). In the late 1980s, the city discovered VOC contamination in water wells under the airfield.

The Proposed Project would not have an impact on VOCs identified in the groundwater, as this project does not involve drilling down to the water table.

IX.e) Less Than Significant Impact. The Proposed Project would not change the flight patterns or noise contours associated with the airport and would not result in a significant safety hazard for people residing or working at the airport.

IX.f) No Impact. The Proposed Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

IX.g) No Impact. The airport is not located within an area that has a high risk of wildland fires as mapped by the California Department of Forestry and Fire Protection on its Natural Hazard Disclosure Map for Fresno County.

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X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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;	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

REGULATORY SETTING

Federal Regulations

Clean Water Act. The primary federal legislation to protect water resources is the CWA, which aims to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to ensure all surface waters are swimmable and fishable. The CWA provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection.

Proposed activities are regulated through a permit review process. There are two basic types of NPDES permits: individual and general permits. An individual permit is a permit specifically tailored to an individual facility and would typically be required for point source discharges. A general permit covers multiple facilities within a specific category and may be written to cover categories of point sources that have common elements, such as stormwater sources or facilities that involve similar types of operations.

Section 401 of the CWA and its provisions ensure that federally permitted activities comply with the federal CWA and state water quality laws. Section 401 is implemented through a review process that is conducted by the California RWQCB and is triggered by the Section 404 permitting process.

FAA Advisory Circulars. FAA has established design standards for all drainage facilities located on an airport. These standards, as set forth in Advisory Circular 150/5320-5D, *Airport Drainage Design,* must be followed for the design and construction of airport surface and subsurface drainage systems. Per FAA drainage design standards, as well as compliance with Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, on-site stormwater is not allowed to be detained on an airport longer than 48 hours. FAA also has an advisory circular that specifies BMPs to be implemented during the construction phase of projects to minimize air and water pollution (Advisory Circular 150/5370-10H, *Standards for Specifying Construction of Airports*, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control).

State Regulations

Porter-Cologne Water Quality Control Act of 1967 (Porter-Cologne Act). State water resources are protected under the Porter-Cologne Act (Water Code §§13000, et seq.), also known as the California Water Code. This Act establishes RWQCBs, which work in concert with U.S. EPA to administer the NPDES permit program, including the regulation of stormwater (Section 402[p]). Under Section 13240 of the Porter-Cologne Act, each RWQCB must formulate and adopt water quality control plans, or basin plans, for all areas within the region. The Fresno County is in Region 5 - the Central Valley RWQCB. The *Water Quality Control Plan for the Central Valley Region* (Basin Plan) (revised 2018) shows how the quality of the surface and ground waters in the Central Valley

Region should be managed to provide the highest water quality reasonably possible. The Basin Plan lists the various water uses, and it describes the water quality which must be maintained to allow those uses.

The Porter-Cologne Act requires that a report of waste discharge (ROWD) be filed for any discharge of waste or proposals to discharge waste in any region, other than a community sewer system, which could affect the quality of the "waters of the state." If no potential effect on quality of waters of the state will occur, then no notification is required. However, the Central Valley RWQCB encourages implementation of BMPs similar to those required for NPDES stormwater permits to protect water quality and beneficial uses of local surface water as provided in the Basin Plan.

Sustainable Groundwater Management Act (SGMA). In 2014, the Governor signed into law a three-bill package, composed of AB 1739, SB 1168, and SB 1319, collectively known as the *Sustainable Groundwater Management Act*, or SGMA, which sets the framework for sustainable groundwater management. SGMA requires governments and local agencies of high and medium priority water sheds to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, critical water basins should be sustainable within 20 years of implementing their sustainability plans.

California Water Conservation Act (SB X7-7). SB X7-7 requires all water suppliers to increase water use efficiency in response to a statewide drought from 2007 – 2009. This bill established a framework to meet state targets for urban water conservation mandated by the Governor, which required a 20 percent per capita reduction in urban water use by the year 2020. Per capita use is defined as a water provider's efforts to reduce urban water use within its service area.

Urban Water Management Planning Act. The *Urban Water Management Planning Act* (AB 2067) requires every public and private urban water supplier that directly or indirectly provides water for municipal purposes to prepare and adopt an urban water management plan and to update that plan every five years. The act requires a detailed description of water demand management measures that are currently being implemented and an evaluation of specified water demand management measures that are not currently being implemented or scheduled for implementation. The plans are to address how local suppliers are complying with the 20 percent per capita reduction in urban water use by 2020, mandated in SB X7-7.

Local Regulations

FRESNO General Plan. Hydrology and water quality are addressed in several sections of the General Plan.

Storm Drainage and Flood Control

Storm drainage and flood control are addressed in Chapter 9, "Noise and Safety." Due to Fresno's location, the area received inflows of regional runoff from a large watershed to the east and is in

the path of natural drainage from the valley floor, foothills, and Sierra Nevada range. Floodplains in the planning area are generally along the San Joaquin River, although there are other areas susceptible to flooding. The Fresno Metropolitan Flood Control District (FMFCD) is responsible for flood control and stormwater planning and management.

The objective and implementation policies for storm drainage and flood control include:

- NS-3: Minimize the risks to property, life, and the environment due to flooding and stormwater runoff hazards.
    - NS-3-e: Pollutants. Work with FMFCD to prevent and reduce the existence of urban stormwater pollutants pursuant to the requirements of the National Pollution Discharge Elimination Systems Act.
    - NS-3-h: Runoff controls. Implement grading regulations and related development policies that protect area residents from flooding caused by urban runoff produced from events that exceed the capacity of the Storm Drainage and Flood Control Master Plan system of facilities. Place all structures and/or flood-proofing in a manner that does not cause floodwaters to be diverted onto adjacent property, increase flood hazards to other property, or otherwise adversely affect other property.
    - NS-3-i: New development must mitigate impact. Require new development to not significantly impact the existing storm drainage and flood control system by imposing conditions of approval as project mitigation, as authorized by law. As part of this process, closely coordinate and consult with the FMFCD to identify appropriate conditions that will result in mitigation acceptable and preferred by FMFCD for each project.

Groundwater Quality

Water quality is addressed in Chapter 6, "Public Utilities and Services." Fresno's primary source of water is groundwater stored in an aquifer. According to the General Plan, approximately one-half of the city's water service area has some form of groundwater contamination.

The objective and implementation policies for groundwater and groundwater contamination include:

- PU-8: Manage and develop the City's water facilities on a strategic timeline basis that recognizes the long life-cycle of the assets and the duration of the resources, to ensure a safe, economical, and reliable water supply for existing customers and planned urban development and economic diversification.
    - PU-8-c: Conditions of approval. Set appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities and water resources are in place prior to occupancy.

- PU-8-f: Water quality. Continue to evaluate and implement measures determined to be appropriate and consistent with water system policies, including prioritizing the use of groundwater, installing wellhead treatment facilities, constructing above-ground storage and surface water treatment facilities, and enhancing transmission grid mains to promote adequate water quality and quantity.
- PU-8-g: Review project impact on supply. Mitigate the effects of development and capital improvement projects on the long-range water budget to ensure an adequate water supply for current and future uses.

Water Resources

Water is vital to regional economic development, and economic development is largely determined by the availability of water. Water resources are addressed in Chapter 7, "Resource Conservation and Resilience." According to the General Plan, Fresno's water supply faces challenges and requires strategic decision-making to secure long-term availability and affordability. There are two primary sources of water for the city: groundwater and surface water. According to the General Plan, the climate is relatively dry with an annual rainfall of approximately 11 inches. Therefore, the city is dependent on Sierra snowpack, two regional rivers, and the groundwater basin for water needs.

According to the updated *2015 City of Fresno Urban Water Management Plan* (UWMP) (see discussion below), water management goals and strategies have been set through 2030. The goals and strategies include reducing the consumption of gallons per capita per day from 300 to 243 by 2020 as mandated by the state and balancing the city's groundwater operations by 2025. Water conservation efforts are underway through the city's Water Conservation Program.

Because groundwater is integral to regional water supply, groundwater recharge strategies are included in water management. FMFCD developed an urban drainage design concept that collects, detains, and retains surface water runoff for intentional groundwater recharge in ponding basins dispersed throughout the city. FMFCD estimates more than 95 percent of the city's runoff is collected for this purpose.

The objective and implementation policies for water resources include:

- RC-6: Ensure that Fresno has a reliable, long-range source of drinkable water.
  - RC-6-c: Land use and development compliance. Ensure that land use and development projects adhere to the objective of the *Fresno Metropolitan Water Resources Management Plan* to provide sustainable and reliable water supplies to meet the demand of existing and future customers through 2025.
  - RC-6-g: Protect recharge areas. Continue to protect areas of beneficial natural groundwater recharge by preventing uses that can contaminate soil or groundwater.

- RC-7: Promote water conservation through standards, incentives, and capital investments.
    - RC-7-c: Best practices for conservation. Require all city facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate.
    - RC-7-e: Retrofit city facilities and consider incentives programs to encourage retrofitting of other existing public and private residential and non-residential facilities and sites. Reduce water use in municipal buildings and city operations by developing a schedule and budget for the retrofit of existing municipal buildings with water conservation features, such as auto shut-off faucets and water saving irrigation systems. Prepare a comprehensive incentive program for other existing public and private residential and non-residential buildings and irrigation systems.

2015 City of Fresno Urban Water Management Plan. The city's UWMP was last updated in 2015 and must comply with the *Urban Water Management Planning Act*. This plan outlines the city's water demands and supplies, reliability, and water conservation strategies. The plan summarizes water use targets, which are on track for a year 2020 target of a 20 percent reduction of water usage mandated by the California governor after the 2007 – 2009 statewide drought (SB X7-7) (City of Fresno 2016).

IMPACT ANALYSIS

X.a) Less Than Significant Impact with Mitigation. The airport presently complies with the state's NPDES General Permit (#CAS000001) for discharges of stormwater associated with industrial activities. In accordance with the NPDES permit, the city and the airport have prepared a stormwater management plan that outlines BMPs which would be implemented to prevent the discharge of pollutants in stormwater. A NPDES General Construction Permit would also be required from the Central Valley RWQCB since the Proposed Project would involve the disturbance of more than one acre.

The Proposed Project would not change the quality of the stormwater (i.e., the type of potential pollutants) generated at the airport since the project does not introduce new types of development. The quantity of runoff would increase slightly due to a net increase in the amount of impervious surface at the airport (approximately 0.55 acre).

Mitigation Measures

The Proposed Project shall incorporate the following measures to ensure that water quality impacts are less than significant:

HYD-1: Prepare and implement an updated stormwater pollution prevention plan (SWPPP) to include the additional building and pavement surfaces.

HYD-2: Prepare and implement a grading/erosion plan and implement BMPs, such as those included in FAA Advisory Circular 150/5371-10H, Item C-102.

HYD-3: Comply with City of Fresno ordinances for all grading, drainage, and construction of improvements.

X.b) No Impact. The Proposed Project is not located within a designated groundwater recharge area. The city has a dedicated recharge basin located northwest of the airfield on airport property called Leaky Acres. This 225-acre recharge basin allows water to pond and then percolate into the aquifer for later use. The Proposed Project would not have any adverse impact on this nearby groundwater recharge area.

X.c.i) No Impact. The project site is generally level and mostly covered with impervious surfaces. Substantial siltation or erosion would not occur as a result of the Proposed Project.

X.c.ii) Less Than Significant Impact. Drainage improvements associated with the Proposed Project would be incorporated into the existing airport stormwater infrastructure. Therefore, the Proposed Project would not significantly alter on-site drainage patterns.

X.c.iii) Less Than Significant Impact. The airport has its own flood control system and discharge agreement with Fresno Irrigation District (FID). None of the proposed changes to impervious surfaces related to this project would generate enough additional stormwater to alter the agreements between the airport and FID. The Proposed Project would result in an increase in impervious surface at the airport by approximately 0.55 acre.

X.c.iv) No Impact. The Proposed Project location would not alter the existing grade of the aircraft apron or parking lot, causing flood waters to be redirected or impeded.

X.d) No Impact. The Proposed Project area is not located in a flood hazard zone, tsunami zone, or seiche zone.

X.e) No Impact. The Proposed Project would not conflict with locally and regionally adopted water quality management plans.

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XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

Local Regulations

FRESNO General Plan. There are no specific thresholds for land use in the General Plan. In Chapter 3, "Urban Form," Land Use, and Design, the general policy is to enhance the character of neighborhoods and districts, create vibrant centers of activity and a public realm that is engaging and livable, crafting distinctive, connected communities, and strengthening the city's identity and sense of place.

Chapter 9, "Noise and Safety" specifically addresses land use in relation to the airport. According to the General Plan, airports may impact public safety. The following policies are designed to minimize public risk associated with airport use.

The objective and implementation policies for land use with respect to the airport include:

- NS-5: Protect the safety, health, and welfare of persons and property on the ground and in aircraft by minimizing exposure to airport-related hazards.
    - NS-5-a: Land use and height. Incorporate and enforce all applicable Airport Land Use Compatibility Plans (ALUCPs) through land use designations, zoning, and development standards to support the continued viability and flight operations of Fresno's airports and to protect public safety, health, and general welfare.
        - Limit land uses in airport safety zones to those uses listed in the applicable ALUCPs as compatible uses, and regulate compatibility in terms of location, height, and noise.
        - Ensure that development, including public infrastructure projects, within the airport approach and departure zones complies with Part 77 of the Federal Aviation Administration Regulations (Objects Affecting Navigable Airspace), particularly in terms of height.

- NS-5-b: Airport safety hazards. Ensure that new development, including public infrastructure projects, does not create safety hazards such as glare from direct or reflective sources, smoke, electrical interference, hazardous chemicals, fuel storage, or from wildlife, in violation of adopted safety standards.
- NS-5-c: Avigation easements. Employ avigation easements in order to secure and protect airspace required for unimpeded operation of publicly owned airports.
- NS-5-e: Planned expansion. Allow for the orderly expansion and improvement of publicly-owned airports, while minimizing adverse environmental impacts associated with these facilities.
    - Periodically update airport facility master plans in accordance with FAA regulations.
    - Require land use within the boundaries of the Fresno-Yosemite International Airport and Chandler Downtown Airport to conform to designations and policies specified in adopted City of Fresno compatible land use plans.
    - Provide local jurisdictions surrounding the city's publicly owned airports with specific guidelines for effectively dealing with the presence and operation of these airports.

IMPACT ANALYSIS

XI.a-b) No Impact. The Proposed Project would be entirely contained on airport property within the existing terminal apron and vehicular parking areas. No encroachment into surrounding communities would occur as a result of the Proposed Project, and no established community near the airport would be divided. Additionally, the Proposed Project would not 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. The project is consistent with the current land use as an airport.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

REGULATORY SETTING

State Regulations

Surface Mining and Reclamation Act of 1975 (SMARA). SMARA was put in place to classify mineral land to help identify and protect mineral resources within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. In 1980, SMARA was amended to include classification of non-urban areas subject to land use threats incompatible with mining activities. Only mineral deposits that meet the marketability criteria (i.e., only those estimated to exceed threshold values of 1998-equivalent dollars) are considered significant.

The establishment of Mineral Resource Zones (MRZs) is based on a geologic appraisal of the mineral resource potential of the land. The appraisal is based on research of geologic and mining-related literature, compilation of geologic maps, and plotting of reported mines and prospects using publications of mine data. Fieldwork is also involved which includes site investigations of mines and mineral prospects, sampling of rocks for chemical and physical analyses and petrographic studies, geophysical surveys, and geologic mapping. Field and analytical data are integrated and evaluated for assigning MRZs to areas in accordance with the mineral classification guidelines adopted by the State Mining and Geology Board (SMGB).

Local Regulations

FRESNO General Plan. Mineral resources are addressed in Chapter 7, "Resource Conservation and Resilience." This section of the General Plan is intended to assure that cost-effective locally available resources are protected for future use by the construction industry, and that extraction

of these resources is done in a responsible manner that provides for beneficial end-use required by SMARA.

The objective and implementation policies for mineral resources include:

- RC-10: Conserve aggregate mineral resources within the Planning Area, as identified by the Division of Mines and Geology, and allow for responsible extraction to meet Fresno's needs.
    - RC-10-d: Manage MRZ-2[9] areas. Prohibit land uses and development projects that preclude mineral extraction in potential high-quality mineral resource areas designated MRZ-2 by the California Department of Conservation Division of Mines and Geology.

IMPACT ANALYSIS

XII.a-b) Less Than Significant Impact. No mining operations or other mineral/gas extraction activities occur on airport property. According to the CDC California Geological Survey (CGS) website (2019), the airport and the project area are within the Fresno Production-Consumption SMARA study area. However, a 1999 report addressing the study area (*Update of Mineral Classification: Aggregate Materials in the Fresno Production-Consumption Region, California*) stated that all of the aggregate resources are found within the floodplains of the San Joaquin and King rivers, and specific instream areas where "instream areas are defined as the ordinary high water flow channels." The San Joaquin River is located over six miles northwest from the project area, and the King River is located over 12 miles to the east.

Table 10 identifies estimated quantities of raw materials needed for the various project components provided by the project engineers based on preliminary design. To construct the Proposed Project, approximately 10,520 cy of base material (aggregate) would be brought in for the project pavements. Approximately 11,590 tons of new asphalt and 25,473 cy of PCC would be used for laying down over the base for the apron and terminal building pavements. Another 18,500 cy of concrete would be used for construction of the parking structure.

These materials are available using existing suppliers in the region. (Estimates of raw and secondary materials, such as lumber and metal for the terminal building, are not available at this time, but they would also be provided using regional or local suppliers under market conditions.) The Proposed Project would not adversely affect the availability of valuable or locally important mineral resources identified in a local planning study.

[9] MRZ-2 "represent areas where adequate information indicates that significant aggregate deposits are present or where it is judged that a high likelihood exists for their presence" (CDC Division of Mines and Geology 1999).

TABLE 10
Proposed Project Estimates of Raw Materials

Project Component	Aggregate Base	Asphalt	PCC	Concrete
Parking Structure	4,500 cy	6,075 tons	-	18,500 cy
Terminal Apron	3,895 cy	5,515 tons	15,810 cy	-
Terminal Building Pavement	2,125 cy	-	9,663 cy	-
TOTAL	**10,520 cy**	**11,590 tons**	**25,473 cy**	**18,500 cy**

Sources: KHA 2019a; KHA 2019b; KHA 2019c; CSHQA 2019
PCC = Portland cement concrete
cy = cubic yard(s)
NOTE: Estimates of raw and secondary materials, such as lumber and metal for the terminal building, are not available at this time, but they would also be provided using regional or local suppliers under market conditions.

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XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

REGULATORY SETTING

Federal Regulations

FAA Environmental Thresholds and Guidelines: Noise. FAA land use compatibility guidance is provided in 14 CFR 150, Airport Noise Compatibility Planning. All types of land uses are acceptable in areas below the 65 decibel (dB) Community Noise Equivalent Level (CNEL). Once noise levels meet or exceed 65 CNEL, noise-sensitive land uses are compatible only *if* specified noise level reductions are secured through project design and construction, such as new attic insulation and acoustically rated exterior doors, storm doors, and windows. Above the 65 CNEL threshold, and without measures to reduce noise levels, most developed land uses are generally considered incompatible with airport operations.

State Regulations

State of California Environmental Thresholds and Guidelines: Noise. CCR, Title 21, Division 2.5, Chapter 6, §5006 identifies 65 CNEL as the level of noise acceptable to a reasonable person residing near an airport. This criterion level was chosen for reasonable persons residing in urban residential areas where houses are of typical California construction and may have windows partially open. The regulations also identify the following land uses as incompatible within the 65 CNEL noise contour at designated "noise problem airports:" residences, public and private

schools, hospitals and convalescent homes, and churches, synagogues, temples, and other places of worship.[10]

It should be noted, however, that the *California Airport Land Use Planning Handbook* states that, "65 dB CNEL is not an appropriate criterion for new noise-sensitive development around most airports. At a minimum, communities should assess the suitability and feasibility of setting a lower standard for new residential and other noise-sensitive development." (Caltrans 2011).

Local Regulations

FRESNO General Plan. California Government Code Section 65302(f) requires General Plans to contain a Noise Element to identify and quantify potential noise problems and provide effective policies for noise control and mitigation. The General Plan for Fresno incorporates the ALUCP by reference.

Noise is specifically addressed in Chapter 9, "Noise and Safety:"

- NS-1: Protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.
  - NS-1-a: Desirable and generally acceptable exterior noise environment. Establish 65 dBA LDN or CNEL[11] as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA LDN or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA LDN or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA LDN or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.
  - NS-1-j: Significance thresholds. Establish, as a threshold of significance for the city's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB LDN or CNEL or more above the ambient noise limits established in the General Plan Update.
  - NS-1-k: Proposal review. Review all new public and private development proposals that may potentially be affected by or cause a significant increase in noise levels, per Policy NS-1-i, to determine conformance with the policies of this Noise Element. Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.

[10] Noise problem airports must be so designated by the County Board of Supervisors and has not been done for the airport.
[11] In California, CNEL is often used in place of LDN (Day-Night Average Sound Level). LDN accounts for the increased sensitivity to noise at night (10:00 PM to 7:00 AM). CNEL, in addition to nighttime sensitivities, also accounts for increased sensitivities during the evening hours (7:00 PM to 10:00 PM).

- NS-1-p: Airport noise compatibility. Implement the land use and noise exposure compatibility provisions of the adopted Fresno Yosemite International ALUCP, the Fresno-Chandler Executive Airport Master and Environs Specific Plan, and the Sierra Sky Park Land Use Policy Plan to assess noise compatibility of proposed uses and improvements within airport influence and environs areas.

IMPACT ANALYSIS

XIII.a, c) Less Than Significant Impact. The Proposed Project would not result in additional aircraft operations and only minimal vehicular operations at the airport (refer to Footnote 7, Section VI. Energy). Therefore, no long-term increases in noise would occur from the Proposed Project.

The Proposed Project could potentially have a short-term impact on ambient noise levels in the area due to construction activities. Increased ambient noise levels due to truck traffic, construction equipment, the demolition of existing pavement, and construction of the new structures and pavement would occur temporarily. However, the nearest residential neighborhood would be south of the airport parking lot more than 0.25 mile from the project site on the other side of E. McKinley Avenue.

In addition, the city's Municipal Code restricts the time when construction can happen on-site, especially when in proximity to occupied residential. Other ways to mitigate ambient noise include:

- Reduce the use of haul roads close to residential to mitigate impact of truck noise; and
- Ensure storage areas are away from sensitive land uses.

Both measures have been incorporated into the Proposed Project. The proposed haul route would use on-airport service roads and other pavement with off-airport access from E. Clinton Way. The project staging area would be within the airport boundaries and would not be in proximity to residential areas.

Any increase in ambient noise would be a temporary impact to the area, as the increase of noise would be tied to construction activities. Once construction is complete, ambient noise levels would return to normal levels associated with the airport. No noise thresholds would be exceeded, and persons residing and working in the area would not be exposed to excessive noise.

XIII.b) Less Than Significant Impact. Project activities that could cause vibration would occur during the construction of the Proposed Project. As discussed in the previous response, the nearest residential neighborhood is approximately 0.25 mile from the Proposed Project on the other side of E. McKinley Avenue. At this distance, potential exposure to vibration from project construction activities would be minimal.

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XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

REGULATORY SETTING

Local Regulations

FRESNO General Plan. The city anticipates population to continue to grow within the city, with a maximum population of 970,000 at General Plan buildout at an unspecified future date. The General Plan timeline is through 2035, which projects a population of 771,000. **Table 11** highlights projected population growth through 2035 demonstrating a compound annual growth rate (CAGR) of over two percent.

TABLE 11
City of Fresno Projected Annual Growth Rate (2018-2035)

2018	2020	2030	2035	CAGR
530,093	624,040	725,120	771,000	2.23%

Sources: U.S. Census Bureau 2019; Fresno County COG 2017; City of Fresno 2014.
CAGR – compound annual growth rate

IMPACT ANALYSIS

XIV.a-b) No Impact. The Proposed Project would not generate population growth in the surrounding community. The Proposed Project is non-residential in nature and seeks to improve the passenger experience at the local airport. It would not cause a displacement of existing community members or housing nor would it necessitate the construction of temporary housing.

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XV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

REGULATORY SETTING

Local Regulations

FRESNO General Plan. Police and fire services are addressed in Chapter 6, "Public Utilities and Services." This section of the General Plan is intended to manage infrastructure and services, identify areas for improvement, and ensure that public utilities and service needs of the community are met as the city grows.

Police

Key issues facing the police department are safety for citizens and sworn employees, violent crimes, gang prevention, homelessness, and assuring future needs are met, to name a few.

The objective and implementation policies for the Police Department include:

- PU-1: Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure, and stable urban living environment through a Police Department that is dedicated to providing professional, ethical, efficient and innovative service with integrity, consistency and pride.

- PU-1-c: Safety considerations in development approval. Continue to identify and apply appropriate safety, design and operational measures as conditions of development approval, including, but not limited to, street access control measures, lighting and visibility of access points and common areas, functional and secure on-site recreational and open space improvements within residential developments, and use of State licensed, uniformed security.

Fire

The Fresno Fire Department is responsible for fire prevention, suppression, emergency medical care, hazardous materials, urban search and rescue response, and emergency preparedness planning and public education coordination. The Fire Department also participates in statewide mutual aid system, which provides resources through the state upon request. Key issues facing the fire department include reducing response times, finding funding to perform annual fire inspections, and the need for additional facilities to serve new development.

The objective and implementation policies for the Fire Department include:

- PU-2: Ensure that the Fire Department's staffing and equipment resources are sufficient to meet all fire and emergency service level objectives and are provided in an efficient and cost-effective manner.
  - PU-2-e: Service standards. Strive to achieve a community wide risk management plan that includes the following service level objectives 90 percent of the time:
    - First Unit on Scene - First fire unit arriving with minimum of three firefighters within 5 minutes and 20 seconds from the time the unit was alerted to the emergency incident.
    - Effective Response Force - Provide sufficient number of firefighters on the scene of an emergency within 9 minutes and 20 seconds from the time of unit alert to arrival. The effective response force is measured as 15 firefighters for low risk fire incidents and 21 firefighters for high risk fire incidents and is the number of personnel necessary to complete specific tasks required to contain and control fire minimizing loss of life and property.

Parks

Parks and schools are addressed in Chapter 5, "Parks, Open Space, and Schools," and requirements for park facilities are discussed in the next section of the Environmental Issues Checklist. The intent of this element is to set policy guidelines for community services in the city.

Schools

The city does not operate the public schools; however, the city maintains a close working relationship with the districts, reviewing and approving sites through the subdivision process to ensure the plans are consistent with and supportive of the General Plan.

IMPACT ANALYSIS

XV.a) No Impact.

- Fire Protection: No Impact
- Police Protection: No Impact
- Schools: No Impact
- Parks: No Impact
- Other Public Facilities: No Impact

The Proposed Project would not have an impact on public services. The Proposed Project seeks to improve the passenger experience at the local airport. No impacts to the existing level of need for police and fire protection would occur. The airport is equipped with on-site fire and police departments, which can quickly address on-airport emergencies.

Additionally, the project is non-residential and would not result in the development of residential units or generate additional residents or students. Therefore, an increased demand on schools, parks, or other public facilities would not result from the Proposed Project.

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XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

Local Regulations

FRESNO General Plan. City parks and recreation needs are addressed in Chapter 5, "Parks, Open Space, and Schools." Overall, the intent of this element is to set policy guidelines for community services in the city.

The objective and implementation policies for parks and recreation include:

- POSS-1: Provide an expanded, high-quality and diversified park system, allowing for varied recreational opportunities for the entire Fresno community.
- POSS-2: Ensure that adequate land, in appropriate locations, is designated and acquired for park and recreation uses in infill and growth areas.

IMPACT ANALYSIS

XVI.a-b) No Impact. The Proposed Project would not have an impact on recreation facilities in the area. Due to the nature of the project, no new residences are proposed, and the project would not cause strain on existing regional recreation facilities. No new parks or other recreation facilities would be required.

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XVII. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

REGULATORY SETTING

State Regulations

SB 743. In December 2018, a white paper on evaluating transportation impacts through CEQA (per SB 743, which changed the methodology for CEQA analysis of transportation impacts) was released by the Governor's Office of Planning and Research (OPR). This advisory provides technical recommendations regarding the assessment of VMT, thresholds of significance, and mitigation measures. The CEQA guidelines define "threshold of significance" to mean "*an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with this means the effect will normally be determined to be significant by the agency and compliance which means the effect normally will be determined to be less than significant.*" OPR provides VMT recommendations for residential and office land use projects. No VMT projections are provided for a project such as proposed by the airport.

Local Regulations

FRESNO General Plan. Transportation is addressed in Chapter 4, "Mobility and Transportation." This section of the plan is based on the principle that travel needs can be obtained through a comprehensive web of transportation planning, land use planning, growth management strategies, and the Complete Streets program.

The General Plan recommends the city use Level of Service (LOS) indicators for roadways to evaluate current and projected conditions for each mode of travel and identify congestion points

or deficiencies which need to be addressed in planning for future improvements. LOS has historically been auto-oriented based on the primary use of cars, rather than consider multiple modes of transportation, such as public transit, bicycle, or pedestrian modes. The city has until July 1, 2020 to transition to the VMT metric for analysis of transportation acts under CEQA and SB 743 and is currently working on establishing thresholds of significance for this metric.

The General Plan supports and encourages multi-modal transportation, and improvements to the current infrastructure are outlined below:

- MT-1: Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

- MT-2: Make efficient use of the city's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.
    - MT-2-b: Reduce vehicle miles traveled (VMT) and trips. Partner with major employers and other responsible agencies, such the San Joaquin Valley Air Pollution Control District and the Fresno County COG, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing transportation system.
    - MT-2-c: Reduce VMT through infill development. Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportations corridors in order to reduce citywide VMT.
    - MT-2-i: Transportation impact studies (TIS). Require a TIS to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.
    - MT-2-l: Region-wide transportation impact fees. Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g. Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:
        - Regional transportation impacts of new development;
        - Regional highways, streets, rail, trails, public transportation, and goods movement system components, consistent with the General Plan, necessary to mitigate those impacts and serve projected demands;
        - Projected full lifetime costs of the regional transportation system components, including construction, operation, and maintenance; and
        - Costs covered by established funding sources.

IMPACT ANALYSIS

XVII.a) Less Than Significant Impact. The Proposed Project does not conflict with any program, plan, or policy addressing multimodal transportation in the city. The Proposed Project is contained on airport property and does not require upgrades to multimodal transportation facilities.

XVII.b) Less Than Significant Impact. The City of Fresno has not yet established thresholds of significance based on VMT. However, CEQA Guidelines Section 15064.3(b2) states that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. The Proposed Project seeks to improve the traveling public's air travel experience. Providing additional long-term parking would reduce the number of "drop off" and "pick up" trips associated with the airport and would, thus, reduce the VMT associated with airport travel. As such, the Proposed Project is presumed to cause a less than significant transportation impact.

The airport management estimates that the Proposed Project would require an additional 17 airport employees, including some that do not travel to the airport on a daily basis (e.g., HVAC mechanic). Assuming two trips per employee and 10 other miscellaneous trips per day, this would translate to less than 50 trips per day. Other than this minimal amount of new trips, the Proposed Project would not result in additional vehicular trips at the airport. Thus, the Proposed Project would also not have an impact of LOS on streets near the airport, which is the current transportation metric still in effect within the City of Fresno.

The number of trips to haul debris and materials to and from the project site would average 11.8 trips per day (**Table 12**). (Haul trips for the parking structure would overlap with haul trips for the terminal apron and the first phase of the terminal building construction.) Over the course of project construction (1,012 working days [22 working days X 46 months]), the total number of haul trips would be almost 12,000 trips. These trips are temporary for the period of the construction project only.

TABLE 12
Proposed Project Construction Haul Trips

Project Component	Haul Trips	Duration (22 working days/month)	Average Trips/Working Day
Parking Structure	4,750	330 working days[1]	14.4[2]
Terminal Apron	2,636	225 working days	11.7
Terminal Building	4,585	1,085 working days	4.2
TOTAL	**11,971**	**1,012 working days**	**11.8 working trips/day**

Sources: KHA 2019a; KHA 2019b; KHA 2019c; CSHQA 2019
[1] Construction of the parking structure would overlap with the terminal apron construction and the first phase of the terminal building (see **Table 1**).
[2] These trips would overlap with haul trips for the terminal apron and the first phase of the terminal building construction (see **Table 1**).

According to the City of Fresno Department of Transportation, public transportation stops for two public bus routes include the airport, which allow those working on the project public transportation access to work.

XVII.c) No Impact. The Proposed Project does not include construction of new roadway infrastructure.

XVII.d) No Impact. The Proposed Project would not result in inadequate emergency access. The Proposed Project is located within an existing airport and would not impact the public right-of-way or other private streets in the region. The airport is equipped with an on-site fire department, which can quickly address emergencies on the airfield.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	☐	☐	☐	☒
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 PRC Section 5024.1. In applying the criteria set forth in Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

REGULATORY SETTING

Federal Regulations

Native American Policies. An Indian Nation's sovereign rights is a unique area of federal concern. In 1995, the President issued a directive to all executive departments and agencies of the federal government that as activities affecting Native American tribal rights occur, such activities should be implemented in a knowledgeable, sensitive manner respective of tribal sovereignty. The presidential directive required that for all activities relating to or affecting the government or treaty rights of Indian tribes, the executive branch shall:

1. Operate within a government-to-government relationship with federally recognized Indian tribes;

2. Consult, to the greatest extent practicable and permitted by law, with Indian tribal governments before taking actions that affect federally recognized Indian tribes;

3. Assess the impact of agency activities on tribal trust resources and assure that tribal interests are considered before the activities are undertaken;

4. Remove procedural impediments to working directly with tribal governments on activities that affect trust property or governmental rights of the tribes; and

5. Work cooperatively with other agencies to accomplish these goals established by the President.

FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*. FAA Order 1210.20 establishes policies and procedures when aviation projects could impact Native American tribes. FAA requires the principles of government-to-government consultation, including honoring tribal treaty and other rights, and respect for the right of Federally Recognized Tribes to represent their respective interests. Consultation is, as defined with respect to this order, a process of government-to-government dialogue between the FAA and Native American tribes on proposed federal actions in a manner intended to secure meaningful and timely tribal input.

State Regulations

Native American Heritage Commission Sacred Lands File. California PRC Section 5097.9 establishes the NAHC with specified powers and duties to identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private land. The NAHC also makes recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agency for the purpose for facilitating or assuring access to Native Americans. Additionally, the NAHC makes recommendations to Legislature relative to procedures which will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

Local Regulations

FRESNO General Plan. Native America cultural resources, also called ethnographic resources, can include archaeological resources, rock art, and prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of traditional values. Goals and policies affecting tribal and cultural resources are addressed in Chapter 8, “Historical and Cultural Resources Element.” According to

the General Plan, 16 Native American archeological sites are recorded within the planning area by the Southern San Joaquin Valley Information Center.[12] None are known to occur at the airport.

Objectives and policies addressing tribal cultural resources include:

- HRC-2: Identify and preserve Fresno's historic and cultural resources that reflect important cultural, social, economic, and architectural features so that residents will have a foundation upon which to measure and direct physical change.
    - HRC-2-d: Native American Sites. Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by state law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.

IMPACT ANALYSIS

XVIII.a.i-ii) No Impact. In conjunction with cultural resources reports conducted on other airport projects, a records search and a search of the SLF managed by the NAHC was conducted (SWCA 2019c). The SLF search was negative for Native American cultural resources at the airport or within the project area. However, the absence of specific site information in the SLF by itself does not confirm the absence of Native American cultural resources in the project area.

The following tribes have requested formal consultation with the city under PRC Section 21080.3:

- Dumna Wo Wah Tribal Government, c/o: Robert Ledger, John Ledger, Eric S. Smith
- Table Mountain Rancheria of California, c/o: Bob Pennell, Cultural Resources Director

A letter was mailed to each tribe on November 8, 2019, along with exhibits showing the project components. **Appendix A** contains copies of the letter sent to each tribe. No replies were received.

FAA requires that in the event cultural resources are exposed during project implementation, work in the vicinity must cease immediately and an archaeologist meeting the Interior's Professional Qualifications Standards be retained to evaluate any findings and recommend relevant mitigation measures.

[12] The Southern San Joaquin Valley Information Center is one of nine information centers within the California Historical Resources Information System, which works under the direction of the California Office of Historic Preservation and the State Historic Resources Committee (California State University [CSU] Bakersfield website 2019).

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XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

REGULATORY SETTING

State Regulations

2016 California Green Building Standards Code (CALGreen). CALGreen is the first mandatory "green" building standards code in the nation and was drafted to meet the goals of AB 32, which established a comprehensive program of cost-effective reduction of GHGs to 1990 levels by 2020. CALGreen has established a threshold of recycling and/or salvage for reuse of construction waste management, which is a reuse of a minimum of 65 percent of the nonhazardous construction and demolition waste, or meet local construction and demolition waste management ordinance, whichever is more stringent (California Buildings Standards Commission 2016).

Where a local jurisdiction does not have a construction or demolition waste management ordinance that is more stringent, the submission of a construction waste management plan is required that:

1. Identifies the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale;

2. Determines if construction and demolition waste materials will be sorted on-site (source-separated) or bulk mixed (single-stream);

3. Identifies diversion facilities where construction and demolition waste material collected will be taken; and

4. Specifies that the amount of construction and demolition waste materials diverted shall be calculated by weight or volume, but not by both.

Local Regulations

FRESNO General Plan. Goals and policies affecting utility and services are addressed in two chapter of the General Plan: Chapter 6, "Public Utilities and Services."

The city's existing wastewater system is made up of an extensive system of main lines, connections, manholes, and lift stations. The age of this system varies considerably, with some pipes dating back to the 1890s.

Objectives and policies addressing the wastewater system include:

- PU-7: Promote reduction in wastewater flows and develop facilities for beneficial reuse of reclaimed water and biosolids for management and distribution of treated wastewater.
    - PU-7-a: Reduce wastewater. Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows.

Solid waste is addressed in Chapter 6, "Public Utilities and Services." This section of the General Plan addresses land use compatibility, public sanitation, and aesthetic impacts associated with the city's solid waste management and sanitation practices. Objectives and policies regarding solid wastes are as follows:

- PU-9: Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.

2015 Urban Water Management Plan (UWMP). See Section X, Hydrology and Water Quality. The UWMP includes a set of restrictions on water usage that help promote water conservation and overall water usage reduction. These regulations include year-round outdoor watering

schedules, turf type restrictions, and turf irrigation methods (City of Fresno 2016: Table 8-2). Additional details can be found in Section 6-520(a) of the city's Municipal Code. Other restrictions may exist during periods of water shortage.

IMPACT ANALYSIS

XIX.a) No Impact. The Proposed Project would involve only minor storm drain improvements and utility hookups that connect to the airport's existing storm water and utility infrastructure. For example, on-site installation of inlets, manholes, trench drains, and RCP would be required and would tie into the existing storm drain system. Utility connections for the new parking structure and terminal building expansion would be made to existing electrical, sanitary sewer, and water main infrastructure. No upgrades are necessary to accommodate the new buildings and apron.

XIX.b-c) Less than Significant Impact. The Proposed Project is intended to accommodate the airport's existing passengers, especially international passengers, with an improved facility and customer experience. It is not a capacity-increasing project as the overall number of international boarding gates at the airport would remain the same after the Proposed Project is operational. Therefore, minimal changes in the amount of water demand or wastewater generation occurring at the airport would occur due to the Proposed Project. The Proposed Project would remove 12 sinks and 18 toilets that were installed per state Building Code requirements in 2006 as part of the planned building demolition. The replacement of these fixtures with more water efficient versions per CALGreen requirements would help to offset the Proposed Project's water demand and wastewater generation.

The airport, as an end user of water from the city, is required to comply with the UWMP and Section 6-520(a) of the city's Municipal Code. Landscaped areas of the Proposed Project would implement the city's approved outdoor watering schedules and other landscaping restrictions.

XIX.d-e) Less than Significant Impact. The Proposed Project would generate solid waste in both the short and long term. In the short term, construction solid waste would be disposed of by the project contractor. The demolition phase of the Proposed Project would include removing approximately 9,618 cy of asphalt, 904 cy of PCC, 19,779 cy of soil or rock, and 788 cy of building demolition (FIS building) (**Table 13**). The asphalt portions of this construction solid waste would be hauled to a recycling facility and reused as road base or otherwise incorporated into new asphalt products. Other construction material would also be subject to applicable federal, state, and local solid waste statutes and regulations for waste diversion. Subsequent to the diversion of all recyclable materials, the remaining waste would be disposed at a municipal or construction waste facility. No significant impacts to capacity at the transfer station or the landfill or to applicable federal, state, and local solid waste statutes and regulations would occur.

TABLE 13
Proposed Project Construction Solid Waste (cubic yards, cy)

Project Component	Asphalt	PCC	Other Soil or Rock	Building Demolition
Parking Structure	4,750 cy	-	-	
Terminal Apron	1,754 cy	157 cy	6,155 cy	
Terminal Building Pavement	3,114 cy	747 cy	4,451 cy	
Terminal Building Expansion	-	-	9,173 cy	788 cy
TOTAL	**9,618 cy**	**904 cy**	**19,779 cy**	**788 cy**

Sources: KHA 2019a; KHA 2019b;KHA 2019c; CSHQA 2019
PCC = Portland cement concrete

For operational solid waste estimates, average solid waste generation factors based on land use are available from CalRecycle. CalRecycle compiles solid waste generation rates for commercial and industrial activities over an amount of time (i.e., day, year) to estimate new developments' impact on the local waste stream. These estimates include information from city and county planning departments, as well as environmental departments across the state (CalRecyle website 2018). Based on a rate of 5 lb/1,000 sf/day for commercial buildings, the Proposed Project could generate an additional 463.75 pounds/day (92.750 sf X 5 lbs/day). However, as discussed under XIX.b-c) above, the Proposed Project is not a capacity-increasing project, and the additional building space does not necessarily correlate to additional solid waste generation, especially on a per square foot of building space basis. Therefore, it is likely that the Proposed Project would generate less additional solid waste than the CalRecycle generation factor for a commercial space indicates.

Operational solid waste disposal at the airport is handled by the city's Solid Waste Management Division. Non-hazardous waste material is collected in designated areas of the airport and taken to the Cedar Avenue Recycling and Transfer Facility. The airport currently separates its solid waste into two waste streams: trash and recyclables. Non-recyclable solid waste is ultimately transported to the American Avenue landfill in Kerman, California. This landfill has sufficient capacity to handle the Proposed Project's solid waste through the year 2031 (CalRecycle website 2019).

XX. Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

REGULATORY SETTING

The project location and surrounding environs are not located in a Fire Hazard Severity Zone that is a State Responsibility Area (SRA). As of 2008, California Department of Forestry and Fire Protection (CAL FIRE) determined that Fresno County has no Very High Fire Hazard Severity Zones in the Local Responsibility Area (CAL FIRE website 2019).

Federal Regulations

Federal Wildland Fire Policies. The U.S. Department of Interior (USDOI), Office of Wildland Fire establishes federal level policies to ensure wildland fire activities are consistent with all applicable laws, regulations, and the Department's Strategic Plan. The Wildland Fire Management policies utilize best available science and emerging technologies, direction, and guidance found in statutes and federal regulations. Adopted policies are consistent throughout the Department, promoting and encouraging interoperability with other federal and non-federal wildland fire organizations and entities (USDOI Office of Wildland Fire website 2019). The USDOI

worked with other federal agencies and non-federal partners and stakeholders, such as tribes, states, counties, cities, and non-governmental organizations.

The *Guidance for Implementation of Federal Wildland Fire Management*[13] policy serves as the primary interagency wildland fire policy document. This document has outlined seventeen policy areas, such as establishing that firefighter and public safety is the highest priority (National Wildfire Coordinating Group 2009).

State Regulations

2018 California State Hazard Mitigation Plan. The State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guide, providing an updated and comprehensive account of the state's historical and current hazard analysis, mitigation strategies, goals, and objectives. The SHMP is required to be reviewed and resubmitted to the Federal Emergency Management Agency (FEMA) for approval at least once every five years to ensure continued funding eligibility for certain Stafford Act grant programs. Goals of the SHMP include (California Governor's Office of Emergency Services [Cal OES] 2018):

- Significantly reduce life loss and injury;
- Minimize damage to structure and property and minimize interruption of essential service and activities;
- Protect the environment; and
- Promote community resilience through integration of hazard mitigation with public policy and standard business practices.

Local Regulations

FRESNO General Plan. Wildfires are addressed in Chapter 9, "Noise and Safety." Due to the largely urbanized area or working agricultural land and lack of steep topography, wildfires threats are minimal. However, the city is proximate to high and very high fire hazard areas located east of the city.

Fresno County Multi-Jurisdictional Hazard Mitigation Plan (updated 2018). The intent of this plan is to prepare Fresno County and 17 participating jurisdictions to better protect people and property during a hazardous event, including wildfire. Increased development in the foothills and mountain regions, along with fire control practices, has heightened concern for wildfires in California.

[13] Revised from the *1995: Federal Wildland Fire Management Policy and Program Review* and *2001: Review and Update of the 1995 Federal Wildland Fire Management Policy* (multi-agency document).

Goals and objectives outlined the Hazard Mitigation Plan pertaining to wildfires include (Fresno County Office of Emergency Services 2018):

- Goal 2: Improve All Communities' Resilience and Capabilities to Mitigate Hazards and Reduce Exposure to Hazard-Related Losses.
    - Objective 2.1: Reduce wildfires/protect life, property, and natural resources from damaging wildfires.

IMPACT ANALYSIS

XX.a-d) No Impact. The project area is not located adjacent to high-risk fire hazard areas. Rather, the Proposed Project would be in an area where there is not a significant slope, prevailing winds, or other risk factors that expose the region to wildfire risk. In the event a fire is ignited as a result of the construction work, the airport has a firefighting facility on property which can address a fire quickly, diminishing a regional threat of wildfire.

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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat for 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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

IMPACT ANALYSIS

XIX a) Less Than Significant with Mitigation Incorporated. Although the project area (Staging area Options 2 and 3) have a low potential for occurrence of nesting birds, these grassy areas of the airport are suitable habitat for nesting birds to use as nesting and foraging areas. Avoidance and mitigation measures would ensure that potential impacts do not occur.

BIO-1: To the maximum extent possible, initial grading of the ruderal vegetation in the project area shall be conducted between October and January, which is outside of the typical migratory bird breeding season for the area. If the project schedule does not provide for late season initial grading in the ruderal vegetation, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to grading to determine presence/absence of nesting birds within the vegetated area. In the event that active nests are observed, work activities

shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. (Based on the habitat conditions, if present, active nests would likely be of ground nesting species. The nesting period of these species is typically three to four weeks.) The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the MBTA and FGC shall not be moved or disturbed until the young have fledged.

BIO-2: If a nest of any special-status avian species such as California horned lark or burrowing owl (wintering or nesting burrow) is identified, the airport shall cease all project-related activities that are within 500 feet of the active nest/burrow until the biologist confirms that the nest/burrow is inactive or the airport has coordinated with the USFWS and/or CDFW to determine an appropriate monitoring plan for working in the vicinity of the nest/burrow.

The Proposed Project shall also incorporate the following measures to ensure that water quality impacts are less than significant:

HYD-1: Prepare and implement an updated stormwater pollution prevention plan (SWPPP) to include the additional building and pavement surfaces.

HYD-2: Prepare and implement a grading/erosion plan and implement BMPs, such as those included in FAA Advisory Circular 150/5371-10H, Item C-102.

HYD-3: Comply with City of Fresno ordinances for all grading, drainage, and construction of improvements.

All other potential impacts from the project would be either less than significant or would not result in an impact to the surrounding environs.

XIX b) Less Than Significant. The Proposed Project would generate air quality emissions and GHGs during both construction and operational phases. These emissions would contribute to cumulative conditions within the San Joaquin air basin. The SJVAPCD monitors air quality and emissions to ensure that cumulative emission increases do not become significant impacts.

Since the Proposed Project would continue to support airport functions that foster an alternative to vehicular travel statewide, as well as provide an alternative to existing vehicular trips associated with “drop off and pick up” vehicular trips, impacts related to the generation of GHGs are less than significant.

XIX c) Less Than Significant. The Proposed Project is not located in proximity to residential neighborhoods or other sensitive populations that could be adversely affected by such project-related issues such as odors, noise, or construction dust. The airport would continue to comply

with applicable regulations, including those related to the management of hazardous materials and construction activity.

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FRESNO YOSEMITE
International Airport

FAT Forward

DOCUMENT PREPARERS AND REFERENCES

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AGENCIES AND WEBSITES CONSULTED:

California Air Resources Board (CARB)
https://www.arb.ca.gov/desig/adm/adm.htm

California Buildings Standards Commission – CALGreen
https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen

California Code of Regulations (CCR)
https://oal.ca.gov/publications/ccr/

California Department of Conservation (CDC): https://maps.conservation.ca.gov
Farmland Security Zones: https://www.conservation.ca.gov/dlrp/wa/Pages/Farmland-Security-Zones.aspx
Williamson Act Program: https://www.conservation.ca.gov/dlrp/lca

CDC – Division of Mines and Geology
https://www.conservation.ca.gov/cgs

California Environmental Quality Act (CEQA)
http://resources.ca.gov/ceqa/

California Fish and Game Commission – California Fish and Game Code (FGC)
https://fgc.ca.gov/Regulations/Current

California Department of Fish and Wildlife (CDFW)– *California Endangered Species Act* (CESA)
https://www.wildlife.ca.gov/Conservation/CESA

California Department of Forestry and Fire Protection (CAL FIRE)
https://fire.ca.gov/

California Department of Toxic Substances Control (DTSC)
http://www.envirostor.dtsc.ca.gov/public/

California Department of Transportation (Caltrans)
http://dot.ca.gov

Caltrans, Division of Aeronautics
http://dot.ca.gov/hq/planning/aeronaut/documents/casp/CIP.pdf

California Energy Commission – State Renewable Energy Goal
https://www.energy.ca.gov/programs-and-topics/topics/renewable-energy

California Governor's Office of Emergency Services (Cal OES)
https://www.caloes.ca.gov/

California Governor's Office of Planning and Research (OPR)
http://www.opr.ca.gov/

California Native American Heritage Commission (NAHC)
http://nahc.ca.gov/

California Natural Resources Agency
http://resources.ca.gov/ceqa/

California Office of Historic Preservation – California Register of Historical Resources (CRHR)
http://ohp.parks.ca.gov/?page_id=21238

California State Legislature
http://www.legislature.ca.gov/

California State Water Resources Control Board (SWRCB)
https://www.waterboards.ca.gov/

California Water Service
https://www.calwater.com/

City of Fresno, CA
https://www.fresno.gov

City of Fresno Code of Ordinances.
https://library.municode.com/ca/fresno/codes/code_of_ordinances

United States (U.S.) Environmental Protection Agency (EPA): www.epa.gov

- *Clean Air Act* (CAA): https://www.epa.gov/clean-air-act-overview
- *Clean Water Act* (CWA): https://www.epa.gov/laws-regulations/summary-clean-water-act
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)/Superfund: https://www.epa.gov/laws-regulations/summary-comprehensive-environmental-response-compensation-and-liability-act
- Environmental Justice Screening and Mapping Tool: https://ejscreen.epa.gov/mapper/
- *Resource Conservation and Recovery Act* (RCRA): https://www.epa.gov/rcra
- *Toxic Chemicals Substances Control Act* (TCSC): https://www.epa.gov/chemicals-under-tsca

Federal Aviation Administration (FAA)
https://www.faa.gov/

Federal Emergency Management Agency (FEMA)
https://www.fema.gov/

Fresno County Office of Emergency Services
https://www.co.fresno.ca.us/departments/public-health/office-of-emergency-services-oes

International Civil Aviation Organization (ICAO)
https://www.icao.int/Pages/default.aspx

National Interagency Fire Center
https://www.nifc.gov/

National Park Service (NPS) – National Register of Historic Places (NRHP)
https://www.nps.gov/subjects/nationalregister/index.htm

San Joaquin River Conservancy
http://sjrc.ca.gov/

San Joaquin Valley Unified Air Pollution Control District (SJVAPCD)
https://www.valleyair.org

U.S. Department of Interior (USDOI) – Office of Wildland Fire
https://www.doi.gov/wildlandfire/

U.S. Fish and Wildlife Service (USFWS) - Federal *Endangered Species Act* (ESA)
https://www.fws.gov/endangered/laws-policies/

USFWS – *Migratory Bird Treaty Act* (MBTA)
https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

U.S. Supreme Court
https://www.supremecourt.gov/

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FRESNO YOSEMITE
International Airport

FAT Forward

Appendix A

AB 52 NATIVE AMERICAN TRIBAL CONSULTATION LETTERS AND RESPONSES

November 8, 2019

CERTIFIED MAIL

Robert Ledger, Sr., Chairperson
John Ledger
Eric S. Smith
Dumna Wo Wah Tribal Government
2191 West Pico Avenue
Fresno, CA 93705

RE: Project Notification Pursuant to Assembly Bill 52 for *FATForward* at Fresno Yosemite International Airport in the City of Fresno, Fresno County

Dear Chairperson(s):

Pursuant to the provisions of Assembly Bill 52 (AB 52), which is described in more detail below, as the lead agency under the *California Environmental Quality Act* (CEQA), the City of Fresno Airports Department hereby extends an invitation to consult on the CEQA review of the proposed *FATForward* at Fresno Yosemite International Airport in order to assist with identifying and/or preserving and/or mitigating project impacts to tribal cultural resources.

The proposed project is an airport landside project, as well as connected airside improvements (aircraft apron reconfiguration), that is planned to provide an improved customer experience at the airport. The objectives of the project include:

- Providing additional vehicular parking for the airport's passenger terminal operations;
- Providing an expansion of the passenger terminal and Federal Inspection Station (FIS) functions to allow better accommodations for international travel; and
- Providing suitable aircraft apron to accommodate two "international" terminal loading gates.

4995 E. Clinton Way, Fresno, CA 93727-1525, (559) 621-4500, www.flyfresno.com

Overall, approximately 19 acres will be disturbed by the project (not including the use of an approximate 2.5-acre staging area[1]). The parking structure will provide a net increase of 900 parking spaces; the apron and terminal expansion will provide an approximate additional 0.55 acre of apron and 92,759-square feet (sf) of net building space.

Construction of the project, beginning with the parking structure and terminal apron, is planned to begin in September 2020 and is anticipated to take less than four years to complete.

AB 52, which became law January 1, 2015, requires that, as part of the CEQA review process, public agencies provide early notice of a project to California Native American Tribes to allow for consultation between the tribe and the public agency. The purpose of AB 52 is to provide an opportunity for public agencies and tribes to consult and consider potential impacts to Tribal Cultural Resources (TCRs), as defined by the Public Resources Code (PRC) Section 21074(a).[2] Outlined below is the general process for AB 52 compliance:

- *Pursuant to AB 52, tribes must formally request to the public agency in writing to be notified of projects within the jurisdiction of that public agency [Public Resources Code Section 5097.4]. Tribe requests in writing to the public agency to be notified of projects for which a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required;*

- *Following receipt of such request, the lead agency shall, within fourteen (14) days of determining that an application for a project is complete or a decision by a public agency to undertake a project shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice [PRC Section 21080.3.1(d)];*

---

[1] The on-airport staging area will be accessed via an on-airport paved service road and has been previously used for the staging of other airport projects. Two additional staging areas are options for the parking structure. Option 1 would be located within the existing parking lot; Option 2 would be located at the corner of E. Clinton Way and N. Fine Avenue within an open, grassy area. Option 2 has been previously used as staging areas for past airport improvement projects. Haul routes between the parking structure site and these staging areas will occur on paved roads only.

[2] PRC Section 21074(a) defines a Tribal Cultural Resource as either of the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either (1) included or determined to be eligible for inclusion in the California Register of Historical Resources; or (2) included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1; or

- 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 PRC Section 5024.1.

- *Upon notification from the lead agency, tribes have thirty (30) days to formally request consultation [PRC Section 21080.3(d)]; and,*

- *The lead agency shall initiate consultation within thirty (30) days of receiving the request for consultation [PRC Section 21080.3(e)].*

- *Consultation shall be considered concluded when either of the following occurs: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.*[3]

If you would like to consult with the City of Fresno Airports Department pursuant to AB 52, **please respond in writing by 5:00 p.m. on December 16, 2019,** to Richard Madrigal, Airports Project Supervisor, at Richard.Madrigal@fresno.gov or 4995 E. Clinton Way, Fresno, CA 93727-1525. Please include in your request, at a minimum, (1) name, title, and contact information of the tribal representative(s); (2) suggested dates and location of consultation; (3) any preliminary concerns or questions related to the project (optional).

If no written request is received by the aforementioned date, it will be assumed that you have declined consultation. If a request for consultation is received by the date above, the City of Fresno Airports Department will follow up within thirty (30) days to set up a date and location for consultation.

Thank you for your consideration on this matter and please do not hesitate to contact me at (559) 621-4500 should you have any questions or need additional information.

Sincerely,

Kevin R. Meikle, Director of Aviation
City of Fresno Airport Department

Enclosures

[3] If consultation is conducted, the City of Fresno Airports Department, as lead agency, shall ensure that, unless provided with written consent by the consulting tribe, information exchanged during consultation will remain confidential for the purposes of preventing looting, vandalism, or damage to tribal cultural resources and shall not disclose third party confidential information regarding tribal cultural resources [PRC Section 21082.3].

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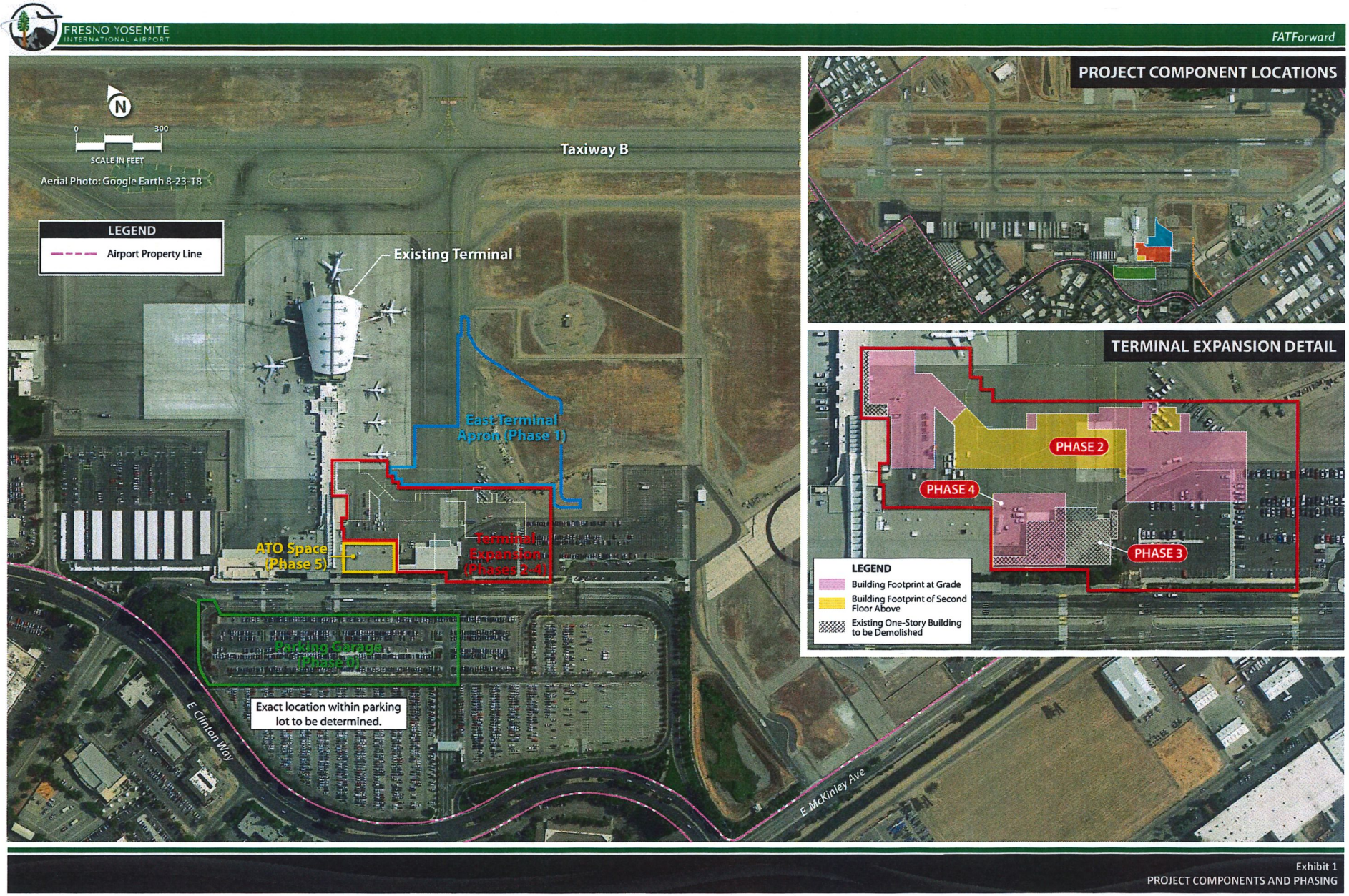
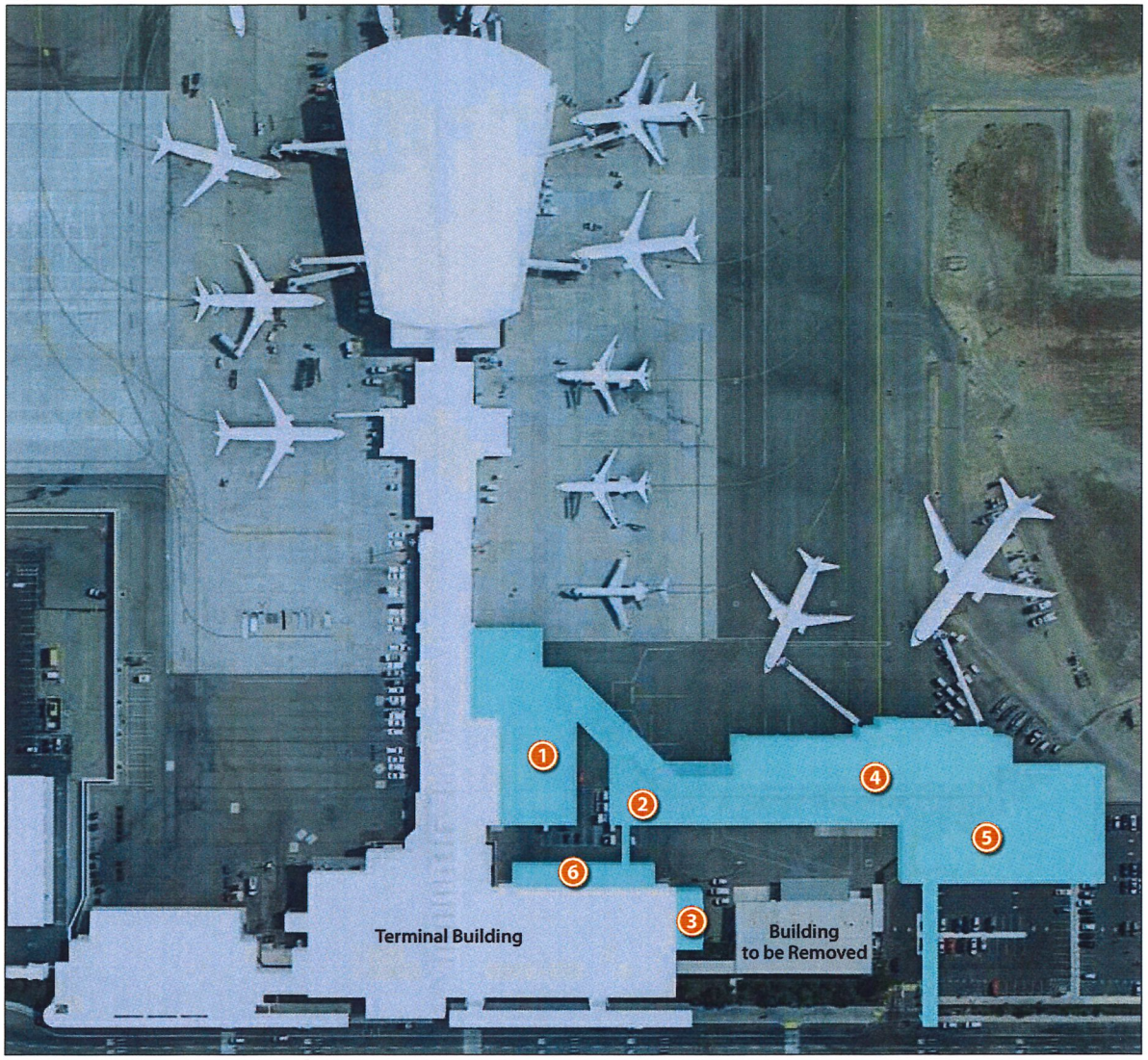
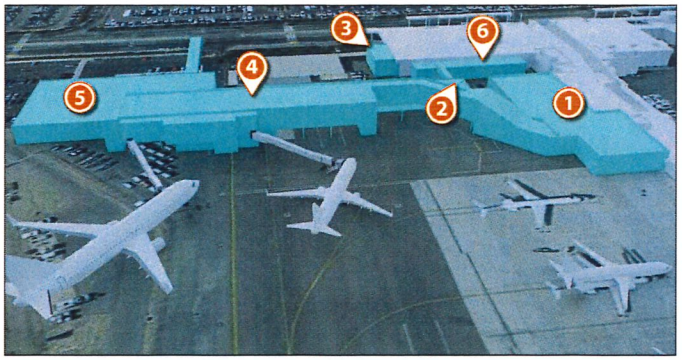
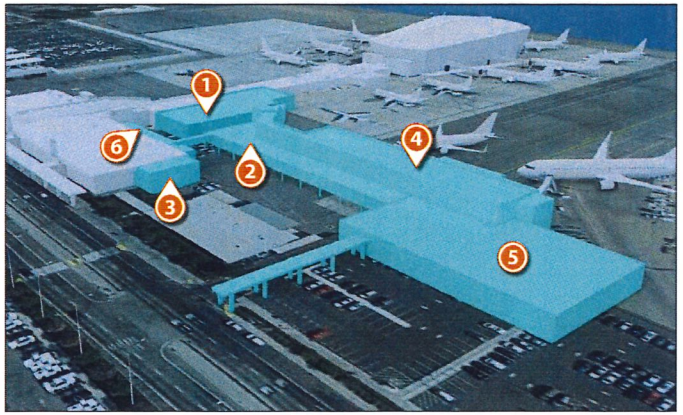


Exhibit 1
PROJECT COMPONENTS AND PHASING







LEGEND

1. Passenger Screening Checkpoint
2. Baggage Make-Up
3. ATO Office
4. Hold Room
5. FIS Building
6. In-Line Baggage Screening

Source: CSHQA 2019, Design Support Memorandum on Terminal Building Expansion and Remodel, September 27

Exhibit 2
PROPOSED TERMINAL EXPANSION CONCEPT

November 8, 2019

CERTIFIED MAIL

Leanne Walker-Grant, Chairperson
Bob Pennell, Cultural Resources Director
Table Mountain Rancheria of California
23736 Sky Harbour Road
Friant, CA 93626

RE: Project Notification Pursuant to Assembly Bill 52 for *FATForward* at Fresno Yosemite International Airport in the City of Fresno, Fresno County

Dear Chairperson and Mr. Pennell:

Pursuant to the provisions of Assembly Bill 52 (AB 52), which is described in more detail below, as the lead agency under the *California Environmental Quality Act* (CEQA), the City of Fresno Airports Department hereby extends an invitation to consult on the CEQA review of the proposed *FATForward* at Fresno Yosemite International Airport in order to assist with identifying and/or preserving and/or mitigating project impacts to tribal cultural resources.

The proposed project is an airport landside project, as well as connected airside improvements (aircraft apron reconfiguration), that is planned to provide an improved customer experience at the airport. The objectives of the project include:

- Providing additional vehicular parking for the airport's passenger terminal operations;
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4995 E. Clinton Way, Fresno, CA 93727-1525, (559) 621-4500, www.flyfresno.com

Overall, approximately 19 acres will be disturbed by the project (not including the use of an approximate 2.5-acre staging area[1]). The parking structure will provide a net increase of 900 parking spaces; the apron and terminal expansion will provide an approximate additional 0.55 acre of apron and 92,759-square feet (sf) of net building space.

Construction of the project, beginning with the parking structure and terminal apron, is planned to begin in September 2020 and is anticipated to take less than four years to complete.

AB 52, which became law January 1, 2015, requires that, as part of the CEQA review process, public agencies provide early notice of a project to California Native American Tribes to allow for consultation between the tribe and the public agency. The purpose of AB 52 is to provide an opportunity for public agencies and tribes to consult and consider potential impacts to Tribal Cultural Resources (TCRs), as defined by the Public Resources Code (PRC) Section 21074(a).[2] Outlined below is the general process for AB 52 compliance:

- *Pursuant to AB 52, tribes must formally request to the public agency in writing to be notified of projects within the jurisdiction of that public agency [Public Resources Code Section 5097.4]. Tribe requests in writing to the public agency to be notified of projects for which a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required;*

- *Following receipt of such request, the lead agency shall, within fourteen (14) days of determining that an application for a project is complete or a decision by a public agency to undertake a project shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice [PRC Section 21080.3.1(d)];*

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[1] The on-airport staging area will be accessed via an on-airport paved service road and has been previously used for the staging of other airport projects. Two additional staging areas are options for the parking structure. Option 1 would be located within the existing parking lot; Option 2 would be located at the corner of E. Clinton Way and N. Fine Avenue within an open, grassy area. Option 2 has been previously used as staging areas for past airport improvement projects. Haul routes between the parking structure site and these staging areas will occur on paved roads only.

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Thank you for your consideration on this matter and please do not hesitate to contact me at (559) 621-4500 should you have any questions or need additional information.

Sincerely,

Kevin R. Meikle, Director of Aviation
City of Fresno Airport Department

Enclosures

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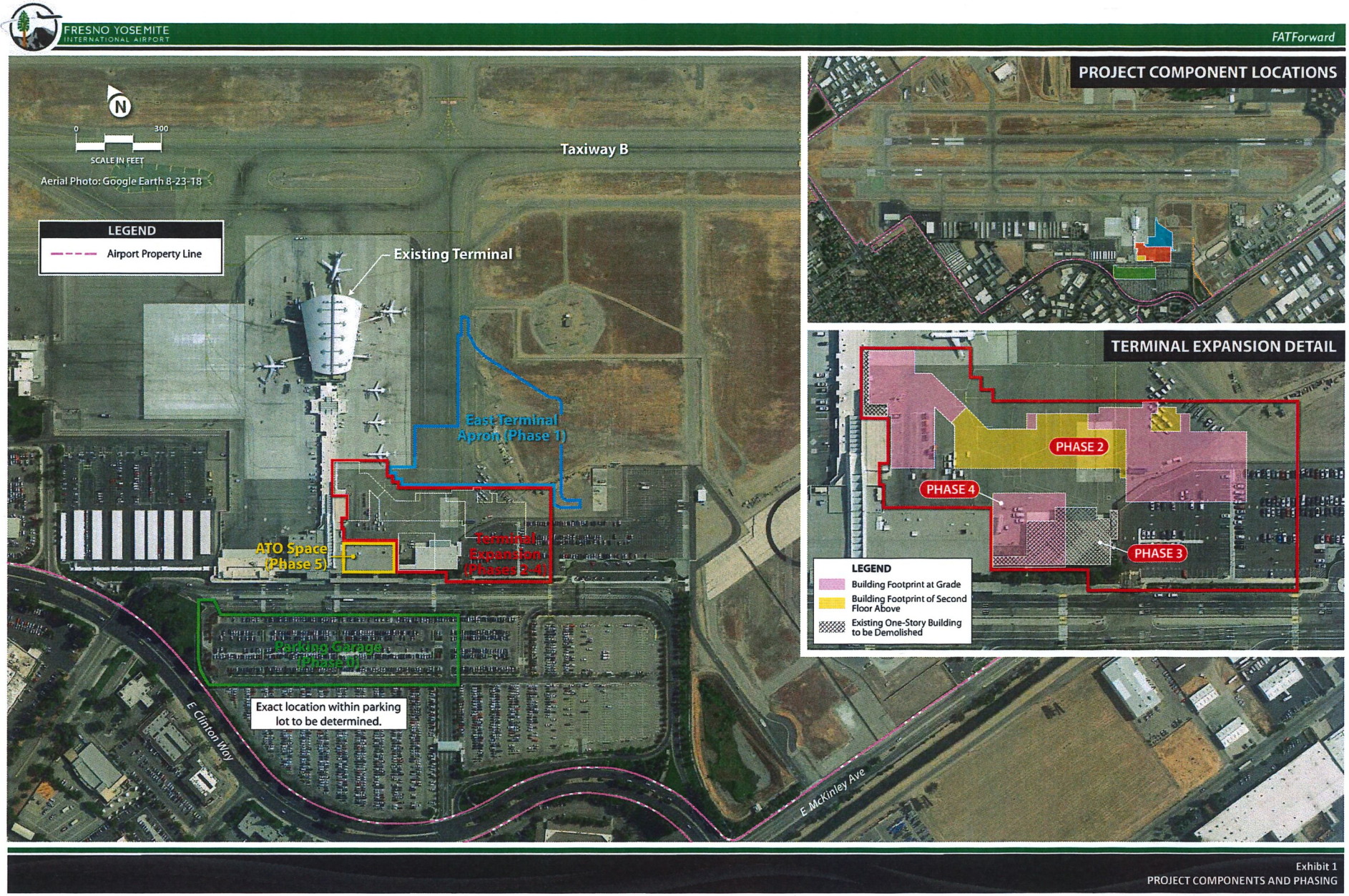

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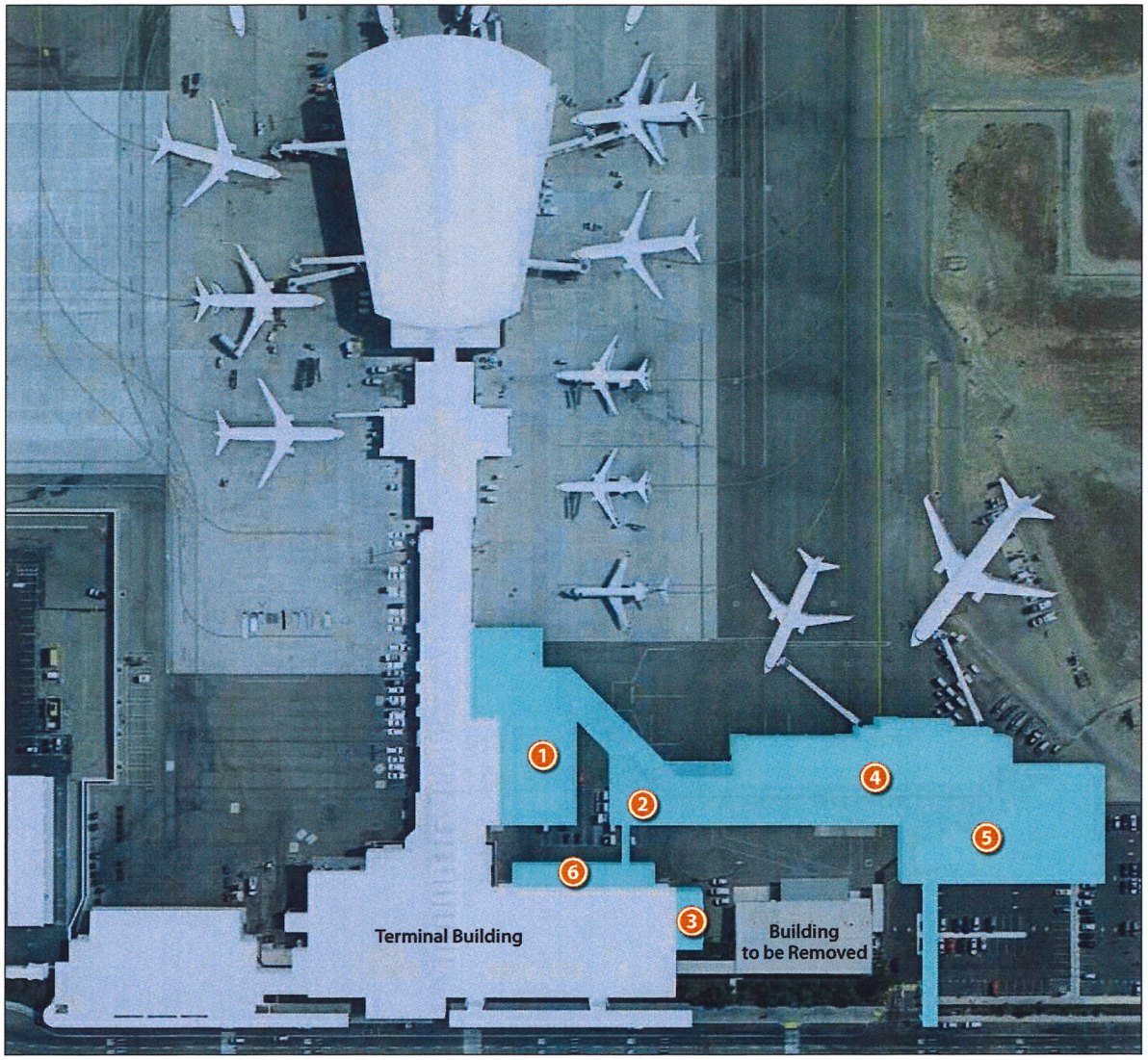

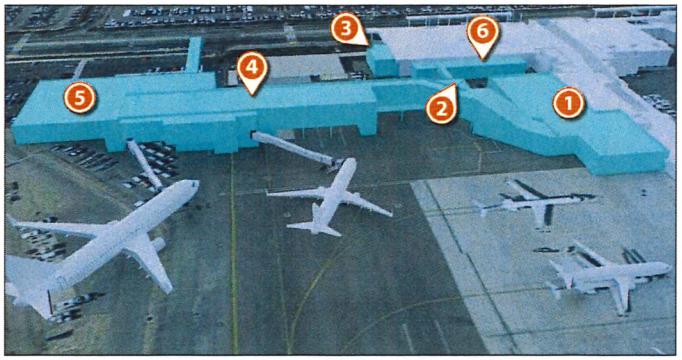

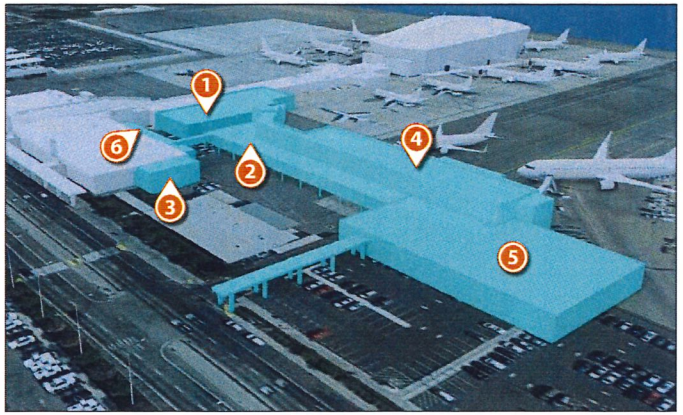

LEGEND

1. Passenger Screening Checkpoint
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Source: CSHQA 2019, Design Support Memorandum on Terminal Building Expansion and Remodel, September 27

Exhibit 2
PROPOSED TERMINAL EXPANSION CONCEPT

FRESNO YOSEMITE
International Airport

Appendix B

FAT Forward

CALIFORNIA EMISSIONS ESTIMATOR MODEL (CalEEMod) AIR QUALITY EVALUATION SUMMARY

FAT Air Quality Summary

To quantify air pollutant emissions from construction and operational activity of the Proposed Project, an emissions inventory on criteria pollutants[1] was prepared using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The CalEEMod software, published by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with various California air districts, estimates on-road vehicle emissions, such as those from dump trucks or light-duty work trucks, and off-road vehicle emissions, such as heavy construction equipment. The modeling results also include emissions resulting from earthmoving (e.g., grading and site preparation) and paving. CalEEMod inputs for worker trips, haul trips, equipment activity, disturbed ground surface area, and material quantities are based on estimates (where available). CalEEMod includes emissions factors that are adjusted to local climatic conditions in the region overseen by San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD, through the *Lewis-Presley Air Quality Management Act*, is responsible for adopting control regulations for stationary emission sources and implementing indirect source and transportation control measures. SJVAPCD establishes tons per year thresholds for criteria pollutants during both the construction and operational phases.[2]

The *Clean Air Act* (last amended in 1990) requires the United States (U.S.) Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS)[3] for pollutants considered harmful to public health and the environment. A significant air quality impact occurs under the *National Environmental Policy Act* (NEPA) when a project or action exceeds one or more of the NAAQS *de minimis* thresholds[4] required by the *Clean Air Act*.

Table B1 identifies air pollutant standards and attainment levels for Fresno County.

[1] The *Clean Air Act* required the U.S. Environmental Protection Agency to set NAAQS for six common air pollutants, also known as "criteria air pollutants." These pollutants are found all over the United States, can cause harm to human health and the environment, as well as cause property damage. (https://www.epa.gov/criteria-air-pollutants)

[2] SJVAPCD Air Quality Significance Thresholds (http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf) – accessed September 2019

[3] 40 CFR part 50 (https://www.ecfr.gov/cgi-bin/text-idx?SID=f11362ca59bca4c72b463d086cfb51d1&mc=true&tpl=/ecfr-browse/Title40/40tab_02.tpl) – accessed July 2019

[4] U.S. EPA *De Minimis* Tables – 40 CFR 93.153(b)(1) and 40 CFR 93.153(b)(2): (https://www.epa.gov/general-conformity/de-minimis-tables) – accessed September 2019

TABLE B1
Air Pollutant Standards

	National Standards[1]	California Standards	Fresno County Status[2]	SJVAPCD Status[3]	
				Federal Standards	State Standards
O_3 (1-hour)	No Federal Standard	0.09 ppm	No Federal Standard	No Federal Standard	Nonattainment – Severe
O_3 (8-hour)	0.070 ppm	0.070 ppm	Nonattainment – Extreme	Nonattainment – Extreme	Nonattainment
CO (1-hour)	9 ppm	20 ppm	Nonattainment – Extreme	Attainment	Attainment
CO (8-hour)	35 ppm	9.0 ppm	Maintenance – Moderate (1998)	Attainment	Attainment
SO_2 (primary/ 1-hour)	75 ppb	0.25 ppm	Maintenance – Moderate (1998)	Attainment	Attainment
NO_2 (primary/ 1-hour)	100 ppb	0.18 ppm	Attainment	Attainment	Attainment
$PM_{2.5}$ (primary / annual)	15 µg/m^3 (1997 Standard)	12 µg/m^3	Nonattainment – Serious (1997)	Nonattainment	Nonattainment
	15 µg/m^3 (2006 Standard)		Nonattainment – Serious (2006)		
	12 µg/m^3 (2013 Standard)		Nonattainment – Moderate (2012)		
$PM_{2.5}$ (24-Hour)	65 µg/m^3 (1997 Standard)	None	Nonattainment – Serious (1997)	Nonattainment	Nonattainment
	35 µg/m^3 (2006 Standard)		Nonattainment – Serious (2006)		
	35 µg/m^3 (2013 Standard)		Nonattainment – Moderate (2012)		
PM_{10} (24-hour)	150 µg/m^3	50 µg/m^3	Nonattainment – Moderate	Attainment	Nonattainment
Pb (3-month rolling avg)	0.15 µg/m^3	-	Maintenance (2008)	No Designation / Classification	Attainment

Sources:
[1] California Air Resources Board 2019
[2] U.S. Environmental Protection Agency 2019
[3] SJVAPCD 2019a
SJVAPCD - San Joaquin Valley Unified Air Pollution Control District
ppm = parts per million
ppb = parts per billion
µg/m^3 = micrograms per cubic meter

CalEEMod Assumptions

As part of the Initial Study, an air quality analysis utilizing CalEEMod was performed to estimate each criteria pollutant emission output for both construction activity and operations for each element of the Proposed Project, based on its construction phase. (Each construction phase of the project was modeled individually, based on its description, timeframe, and duration.)

Two elements of the Proposed Project, however, do not correspond with default land uses available in the CalEEMod software. These elements involve specific airport-related uses. Therefore, a CalEEMod land use which is generally similar to that specific phase of the project was selected, based on anticipated operational activity, as discussed further below.

Construction phases 0, 1, and 3 (identified in **Table B2** below) were analyzed using default land uses incorporated into the CalEEMod software. Construction phases 2 and 4, however, relate to land uses specific to airport function and use. Therefore, default CalEEMod land use assumptions were substituted as proxies based on the types of activity presumed to occur.

> Phase 2 of the construction involves the expansion of the main airport terminal. A "General Office Building" land use was assumed for this phase of the project for CalEEMod modeling. Primary activities anticipated inside the terminal are passenger foot traffic and passenger holding for flights. No significant retail/commercial or industrial land uses are anticipated within the terminal. Additionally, the new terminal space does not meet the description of "General Heavy Industry"[5] or "General Light Industry"[6] outlined in the CalEEMod *User's Guide* (November 2017). Similar to office space, the terminal will be heated and cooled, and typical operational emissions will result with climate control equipment.
>
> Phase 4 of the Proposed Project is the expansion of the terminal to accommodate an updated in-line baggage screening system. Analysis for this phase of the project was based on a "General Light Industry" land use, due to interior activities for a mechanical conveyor equipment system necessary to scan, sort, and route baggage and cargo to the appropriate destination within the airport.

A CalEEMod air quality analysis was not performed on Phase 5. This construction phase of the Proposed Project will be entirely limited to interior work, and the workers traveling to the airport will be typical of other ongoing minor airport renovations.

Construction Phases

As previously mentioned in the Initial Study, construction of the Proposed Project is scheduled to take 46 months to complete over a five-year calendar period (2020, 2021, 2022, 2023, and 2024), starting in the summer of 2020. The project is divided into six construction phases, with the first three phases overlapping. The Proposed Project timeline was initially discussed in the "Project Description" section of the Initial Study and is reiterated below in **Table B2**.

[5] General Heavy Industry – Heavy industrial facilities usually have a high number of employees per industrial plan and are generally limited to the manufacturing of large items (CalEEMod *User's Guide*, Table 1 (November 2017), http://www.caleemod.com/); accessed November 2019.

[6] General Light Industry – Light industrial facilities are free-standing facilities devoted to a single use. The facilities have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment (CalEEMod *User's Guide*, Table 1 (November 2017), http://www.caleemod.com/); accessed November 2019.

TABLE B2
Fresno Yosemite International Airport
Project Construction Timeline and Phasing

Phase of Project	Project Title	Project Start Date*	Project End Date	Number of Months
Phase 0	Parking Garage Expansion	June 2020	September 2021	15 months
Phase 1	Apron Expansion	October 2020	May 2021	7.5 months
Phase 2	Terminal Expansion	April 2021	September 2022	17.5 months
Phase 3	Federal Inspection Service (FIS) Building Demolition	October 2022	December 2022	2 months
Phase 4	Building addition for in-line baggage screening system	December 2022	December 2023	12 months
Phase 5	Interior remodeling for baggage screening area and baggage makeup area	December 2023	April 2024	4 months

Sources: Kimley-Horn, Inc. 2019a; KHA 2019b; CSHQA 2019
* Project start and end dates are approximate. Subject to change.

As noted in **Table B2**, Phase 0, Phase 1, and Phase 2 will experience an overlap of construction activity. Rather than performing an emissions analysis for the project as a whole, the Proposed Project was divided into phases, with each phase was analyzed on parameters unique to that situation. The following tables in this section, as well as the tables in the Operational Phase section, are divided into the individual phases, and cumulatively summed for a perspective of how each phase will comply with the thresholds of significant established by the SJVAPCD and the NAAQS *de minimis* standards.

Table B3 summarizes the total emissions inventory for the Proposed Project at Fresno Yosemite International Airport with respect to the SJVAPCD thresholds of significance for criteria pollutants during construction.

TABLE B3
SJVAPCD Thresholds of Significance (Tons per Year) for Criteria Pollutants
Fresno Yosemite International Airport - Construction Emissions

	O_3[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Thresholds	***10***	***10***	***100***	***27***	***15***	***15***
Year 2020						
Phase 0	0.30	3.13	2.02	0.001	0.65	0.36
Phase 1	0.12	1.24	0.70	0.00	0.32	0.18
2020 Total	*0.42*	*4.37*	*2.72*	*0.001*	*0.97*	*0.54*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2021						
Phase 0	0.36	2.38	1.89	0.20	0.27	0.12
Phase 1	0.09	0.88	0.71	0.00	0.10	0.06
Phase 2	0.25	2.57	1.95	0.01	0.25	0.15
2021 Total	*0.70*	*5.83*	*4.55*	*0.21*	*0.62*	*0.33*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2022						
Phase 2	0.63	0.67	0.69	0.00	0.06	0.03
Phase 3	0.02	0.15	0.15	0.00	0.02	0.00
Phase 4	0.00	0.08	0.07	0.00	0.00	0.00
2022 Total	*0.65*	*0.90*	*0.91*	*0.00*	*0.08*	*0.03*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2023						
Phase 4	0.20	0.80	0.90	0.00	0.05	0.04
2023 Total	*0.20*	*0.80*	*0.90*	*0.00*	*0.05*	*0.04*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] NO_x and VOCs (also identified as reactive organic gases [ROGs]), which are O_3 precursors, are used in modeling for O_3.
Sources: San Joaquin Valley Air Pollution Control District (http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf, accessed September 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

As **Table B3** highlights, construction of the Proposed Project, both as individual phases and cumulatively, will be below the SJVAPCD thresholds of significance all criteria pollutants.

Table B4 below summarizes the total emissions inventory for the NAAQS thresholds. Section 176(c) of the *Clean Air Act* requires projects overseen by federal agencies to demonstrate that they conform to State Implementation Plans in U.S. EPA-designated air quality nonattainment areas. Pursuant to this responsibility, U.S. EPA codified the General Conformity regulations of the CAA. Per these regulations, federal actions in nonattainment areas must demonstrate that annual project-related air emissions do not cause or contribute to continued air quality violations in the area by remaining within the applicable *de minimis* thresholds. Annual project-related emissions beneath the *de minimis* thresholds are considered to conform to state SIPs; annual emissions exceeding the thresholds require additional analysis to determine if the emissions are in violation of the applicable SIP.

TABLE B4
NAAQS *De Minimis* Thresholds (Tons per Year) for Criteria Pollutants
Fresno Yosemite International Airport - Construction Emissions

	O_3[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Applicable *De Minimis* Thresholds	**10**	**10**	**100**	**100**	**100**	**70**
Year 2020						
Phase 0	0.30	3.13	2.02	0.001	0.65	0.36
Phase 1	0.12	1.24	0.70	0.00	0.32	0.18
2020 Total	*0.42*	*4.37*	*2.72*	*0.001*	*0.97*	*0.54*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2021						
Phase 0	0.36	2.38	1.89	0.20	0.27	0.12
Phase 1	0.09	0.88	0.71	0.00	0.10	0.06
Phase 2	0.25	2.57	1.95	0.01	0.25	0.15
2021 Total	*0.70*	*5.83*	*4.55*	*0.21*	*0.62*	*0.33*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2022						
Phase 2	0.63	0.67	0.69	0.00	0.06	0.03
Phase 3	0.02	0.15	0.15	0.00	0.02	0.00
Phase 4	0.00	0.08	0.07	0.00	0.00	0.00
2022 Total	*0.65*	*0.90*	*0.91*	*0.00*	*0.08*	*0.03*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Year 2023						
Phase 4	0.20	0.80	0.90	0.00	0.05	0.04
2023 Total	*0.20*	*0.80*	*0.90*	*0.00*	*0.05*	*0.04*
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] NO_x and VOCs (also identified as reactive organic gases [ROGs]), which are O_3 precursors, are used in modeling for O_3.
Sources: U.S. Environmental Protection Agency *De Minimis* Tables (https://www.epa.gov/general-conformity/de-minimis-tables), accessed September 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

As noted in **Table B4**, emissions each calendar year of construction are below the NAAQS *de minimis* thresholds.

Operational Phase

Once the Proposed Project is operational, each level of criteria pollutant emission generation has been analyzed on a cumulative basis to ensure the project complies with both SJVAPCD and NAAQS *de minimis* thresholds (**Table B5**). Once the Proposed Project is fully operational, total emission output will not exceed thresholds established by the SJVAPCD for criteria pollutants.

TABLE B5
SJVAPCD Thresholds of Significance (Tons per Year) for Criteria Pollutants
Fresno Yosemite International Airport - Operational Emissions

	O_3[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Year 2021 (Completion of Phases 0 and 1)	0.07	0.00	0.00	0.00	0.00	0.00
Phase 0	0.05	0.00	0.00	0.00	0.00	0.00
Phase 1	0.02	0.00	0.00	0.00	0.00	0.00
Year 2022 (Completion of Phases 2 and 3)	0.57	2.28	2.01	0.01	0.59	0.17
Phase 2	0.57	2.28	2.01	0.01	0.59	0.17
Phase 3	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal of Years 2021 + 2022	**0.64**	**2.28**	**2.01**	**0.01**	**0.59**	**0.17**
Year 2023 (Completion of Phase 4)	0.11	0.28	0.31	<0.001	0.10	0.03
Subtotal of Years 2021 + 2022 + 2023	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Full Buildout Total	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] NO_x and VOCs (also identified as reactive organic gases [ROGs]), which are O_3 precursors, are used in modeling for O_3.
Sources: San Joaquin Valley Air Pollution Control District (http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf, accessed September 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

Table B6 shows the total emission output for the Proposed Project, once fully operational. The Proposed Project will not exceed the NAAQS *de minimis* thresholds for criteria pollutants.

TABLE B6
NAAQS *De Minimis* Thresholds (Tons per Year) for Criteria Pollutants
Fresno Yosemite International Airport - Operational Emissions

	O_3[1]	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Applicable *De Minimis* Threshold	**10**	**10**	**100**	**100**	**100**	**70**
Year 2021 (Completion of Phases 0 and 1)	0.07	0.00	0.00	0.00	0.00	0.00
Phase 0	0.05	0.00	0.00	0.00	0.00	0.00
Phase 1	0.02	0.00	0.00	0.00	0.00	0.00
Year 2022 (Completion of Phases 2 and 3)	0.57	2.28	2.01	0.01	0.59	0.17
Phase 2	0.57	2.28	2.01	0.01	0.59	0.17
Phase 3	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal of Years 2021 + 2022	**0.64**	**2.28**	**2.01**	**0.01**	**0.59**	**0.17**
Year 2023 (Completion of Phase 4)	0.11	0.28	0.31	<0.001	0.10	0.03
Subtotal of Years 2021 + 2022 + 2023	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Full Buildout Total	***0.75***	***2.56***	***2.32***	***0.01***	***0.69***	***0.20***
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] NO_x and VOCs (also identified as reactive organic gases [ROGs]), which are O_3 precursors, are used in modeling for O_3.
Sources: U.S. Environmental Protection Agency *De Minimis* Tables (https://www.epa.gov/general-conformity/de-minimis-tables), accessed September 2019; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

Summary

As noted in the preceding tables, the Proposed Project, both in the construction and operational phases, will comply with SJVAPCD threshold standards and the NAAQS *de minimis* thresholds for criteria pollutants. Supporting documentation from CalEEMod, the emissions modeling tool used to make these determinations, are on file with the airport.

FRESNO YOSEMITE
International Airport

FAT Forward

Appendix C

MITIGATION MONITORING AND REPORTING PROGRAM

APPENDIX C

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPOSED FAT*FORWARD* PROJECT FRESNO YOSEMITE INTERNATIONAL AIRPORT

The following mitigation monitoring and reporting program (MMRP) has been prepared pursuant to Section 15097 of the *California Environmental Quality Act* (CEQA). Section 15097 requires all state and local agencies establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated Negative Declaration or specified environmental findings related to an Environmental Impact Report.

The following MMRP for the proposed FAT*Forward* Project for Fresno Yosemite International Airport (FAT) describes the mitigation measures identified in the Mitigated Negative Declaration/Initial Study, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The MMRP is to be used by the Airport staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation.

Airport staff will be responsible for the following:

- Onsite, day-to-day monitoring of construction activities;
- Review construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensure contractor knowledge of and compliance with the MMRP;
- Obtain assistance, as necessary, from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintain a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

FRESNO YOSEMITE INTERNATIONAL AIRPORT
MITIGATION MONITORING AND REPORTING PROGRAM
FOR PROPOSED FAT*FORWARD* PROJECT

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources					
Impacts to Special Status Species (Biological Resources Impact IV a)	**BIO-1: To the maximum extent possible, initial grading of the ruderal vegetation in the project area shall be conducted between October and January, which is outside of the typical migratory bird breeding season for the area. If the project schedule does not provide for late season initial grading in the ruderal vegetation, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to grading to determine presence/absence of nesting birds within the vegetated area. In the event that active nests are observed, work activities shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. (Based on the habitat conditions, if present, active nests would likely be of ground nesting species. The nesting period of these species is typically three to four weeks.) The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the MBTA and FGC shall not be moved or disturbed until the young have fledged.**	Airport staff and project biologist	Airport staff	Before construction	
	BIO-2: If a nest of any special-status avian species such as California horned lark or burrowing owl (wintering or nesting burrow) is identified, the airport shall cease all project-related activities that are within 500 feet of the active nest/burrow until the biologist confirms that the nest/burrow is inactive or the airport has coordinated with the USFWS and/or CDFW to determine an appropriate monitoring plan for working in the vicinity of the nest/burrow.	Airport staff and project biologist	Airport staff	Before and during construction	

FRESNO YOSEMITE INTERNATIONAL AIRPORT
MITIGATION MONITORING AND REPORTING PROGRAM
FOR PROPOSED FAT*FORWARD* PROJECT

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Hydrology and Water Quality					
Future Potential Hydrologic and/or Water Quality Impacts (Impacts IX a)	**HYD-1: Prepare and implement an updated stormwater pollution prevention plan (SWPPP) to include the additional building and pavement surfaces.**	Contractor	Airport staff	Prior to construction	
	HYD-2: Prepare and implement a grading/erosion plan and implement BMPs, such as those included in FAA Advisory Circular 150/5371-10H, Item C-102.	Project engineer and/or contractor	Airport staff	Prior to construction	
	HYD-3: Comply with City of Fresno ordinances for all grading, drainage, and construction of improvements.	Project engineer and/or contractor	Airport staff	Prior to construction	

USFWS = United States Fish and Wildlife Service
CDFW = California Department of Fish and Wildlife
BMP = best management practices
FAA = Federal Aviation Administration

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