

GRANT REQUEST FORM (GRF)

CEC-270 (Revised 02/13)

CALIFORNIA ENERGY COMMISSION

New Agreement ARV-15-020 (To be completed by CGL Office)

Division	Agreement Manager:	MS-	Phone
600 Fuels and Transportation Division	Hieu Nguyen	27	916-654-4163

Recipient's Legal Name	Federal ID Number
Kings Canyon Unified School District	58-2103066

Title of Project
Canyon Air Repair (CAR) Project

Term and Amount	Start Date	End Date	Amount
	12 / 9 / 2015	06 / 01 / 2018	\$ 500,000

Business Meeting Information
 ARFVTP agreements under \$75K delegated to Executive Director.

Proposed Business Meeting Date	12 / 09 / 2015	<input type="checkbox"/> Consent	<input checked="" type="checkbox"/> Discussion
Business Meeting Presenter	Tami Haas	Time Needed:	5 minutes

Please select one list serve. Altfuels (AB118- ARFVTP)**Agenda Item Subject and Description**

Proposed resolution approving Agreement ARV-15-020 with Kings Canyon Unified School District for a grant of \$500,000 to install a natural gas fuel dispenser at the Central Valley Transportation Center. The Central Valley Transportation Center combines current daily operations of the District transportation facilities and the City of Reedley's Public Works Department in one facility. The goals of the CAR project is 1) Provide reliable public CNG fueling access and reliable access to the District's buses and Reedley's alternative fuel vehicles. 2) Decrease the use of diesel fuel within the service area. 3) Mitigate the daily air quality status in the project area.

California Environmental Quality Act (CEQA) Compliance

1. Is Agreement considered a "Project" under CEQA?
 Yes (skip to question 2) No (complete the following (PRC 21065 and 14 CCR 15378)):
 Explain why Agreement is not considered a "Project":
 Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because _____.
2. If Agreement is considered a "Project" under CEQA:
 a) Agreement **IS** exempt. (Attach draft NOE)
 Statutory Exemption. List PRC and/or CCR section number: _____
 Categorical Exemption. List CCR section number: _____
 Common Sense Exemption. 14 CCR 15061 (b) (3)
 Explain reason why Agreement is exempt under the above section: _____
- b) Agreement **IS NOT** exempt. (Consult with the legal office to determine next steps.)
 Check all that apply
 Initial Study Environmental Impact Report
 Negative Declaration Statement of Overriding Considerations
 Mitigated Negative Declaration

List all subcontractors (major and minor) and equipment vendors: (attach additional sheets as necessary)

Legal Company Name:	Budget
TBD	\$ 0
TBD	\$ 0
	\$ 0

List all key partners: (attach additional sheets as necessary)

Legal Company Name:

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CALIFORNIA ENERGY COMMISSION



Budget Information			
Funding Source	Funding Year of Appropriation	Budget List No.	Amount
ARFVTF	15/16	601.118 H	\$500,000
Funding Source			\$
R&D Program Area:	Select Program Area	TOTAL:	\$500,000
Explanation for "Other" selection			
Reimbursement Contract #:		Federal Agreement #:	

Recipient's Administrator/ Officer				Recipient's Project Manager			
Name:	John Quinto			Name:	Jason Flores		
Address:	675 W. Manning Ave			Address:	675 W. Manning Ave		
City, State, Zip:	Reedley, CA 93654			City, State, Zip:	Reedley, CA 93654		
Phone:	559-305-7024	Fax:	559-637-1278	Phone:	559-305-7069	Fax:	559-637-1306
E-Mail:	quinto-j@kcsd.com			E-Mail:	flores-ja@kcsd.com		

Selection Process Used	
<input checked="" type="checkbox"/> Competitive Solicitation	Solicitation #: PON-14-608
<input type="checkbox"/> First Come First Served Solicitation	

The following items should be attached to this GRF	
1. Exhibit A, Scope of Work	<input checked="" type="checkbox"/> Attached
2. Exhibit B, Budget Detail	<input checked="" type="checkbox"/> Attached
3. CEC 105, Questionnaire for Identifying Conflicts	<input checked="" type="checkbox"/> Attached
4. Recipient Resolution	<input type="checkbox"/> N/A <input type="checkbox"/> Attached
5. CEQA Documentation	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Attached

_____ Agreement Manager	_____ Date	_____ Office Manager	_____ Date	_____ Deputy Director	_____ Date
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**EXHIBIT A
SCOPE OF WORK**

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Engineering, Design, and Equipment Procurement
3	X	Equipment Installation and Operations
4		Data Collection and Analysis

KEY NAME LIST

Task #	Key Personnel	Key Subcontractor(s)	Key Partner(s)
1	Jason Flores	Kings Canyon USD	
2	Jason Flores		
3	Jason Flores		
4	Jason Flores	Kings Canyon USD	

GLOSSARY

Term/ Acronym	Definition
ARFVTP	Alternative and Renewable Fuel and Vehicle Technology Program
CAM	Commission Agreement Manager
CNG	Compressed Natural Gas
CPR	Critical Project Review
FTD	Fuels and Transportation Division
CEC	California Energy Commission

BACKGROUND

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007), created the Alternative and Renewable Fuel and Vehicle Technology (ARFVT) Program. The statute, subsequently amended by AB 109 (Núñez Chapter 313, Statutes of 2008), authorizes the Energy Commission to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. The Energy Commission has an annual program budget of approximately \$100 million and provides financial support for projects that:

- Develop and improve alternative and renewable low-carbon fuels;
- Optimize alternative and renewable fuels for existing and developing engine technologies;
- Produce alternative and renewable low-carbon fuels in California;
- Decrease, on a full fuel cycle basis, the overall impact and carbon footprint of alternative and renewable fuels and increase sustainability;
- Expand fuel infrastructure, fueling stations, and equipment;
- Improve light-, medium-, and heavy-duty vehicle technologies;
- Retrofit medium- and heavy-duty on-road and non-road vehicle fleets;
- Expand infrastructure connected with existing fleets, public transit, and transportation corridors; and
- Establish workforce training programs, conduct public education and promotion, and create technology centers.

The Energy Commission issued solicitation PON-14-608 to fund Natural Gas Fueling Infrastructure. To be eligible for funding under PON-14-608, the projects must also be consistent with the Energy Commission's ARFVT Investment Plan updated annually. In response to PON-14-608, the Kings Canyon Unified School District submitted application number 14, which was proposed for funding in the Energy Commission's Notice of Proposed Awards on August 12, 2015, and is incorporated by reference to this Agreement in its entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient's Application, the Solicitation shall control. In the event of any conflict or inconsistency between the Recipient's Application and the terms of the Energy Commission's Award, the Energy Commission's Award shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the Recipient's Application, the terms of this Agreement shall control.

Problem Statement:

The Kings Canyon Unified School District (District) continues to aggressively work toward the reduction of pollution in the San Joaquin Valley. The District has spearheaded these efforts through the replacement of diesel powered buses with buses and vehicles that are powered by engines that produce less pollution. The District has 27 CNG powered buses and 5 CNG powered service vehicles. The District constructed a CNG fueling station in 1996 and was one of the first school districts in the nation to order multiple all-electric school buses to transport students. The CNG station is open to the public during all District operating hours, five days a week, and the station is also on call during the weekend.

The District's progressive project, the Central Valley Transportation Center (CVTC), is the first of its kind in the local rural community. The CVTC seeks to provide the Reedley City and surrounding communities with "good jobs, clean energy and green education." In order to fulfill the CVTC's and the District's mission of providing residents and students with green energy choices and sustainable transportation, the District needs to place alternative fueling infrastructures on the site. However, because of substantial financial hardships, the District must seek grant funding for its Canyon Air Repair (CAR) project. This funding will allow the District, which services a predominately low-income Hispanic/Latino student population, to continue to keep the CNG station in operation.

The funding received through the California Energy Commission will allow the District, through its CAR Project, to continue providing clean burning fuel for the transportation fleet and other communities that use the fueling stations. The City of Reedley, where the District resides, is also a largely disadvantaged community of Latino/Hispanic residents (according to the California Department of Water Resources and CalEPA) where the air quality is poor and economic development is scarce. The City has a median household income (MHI) of \$47,145, which is only 77 percent of the State's MHI. According to the California DWR, the City qualifies as a disadvantaged community if the MHI is less than 80 percent of the State's MHI. Also, according to the CalEPA's CalEnviroScreen 2.0, the City is a severely disadvantaged community, ranking among the "highest population characteristics scores of 91-100 percent."

The American Lung Association continues to rank the Central Valley as one of the worst air pollution regions in the State. The District seeks to better provide healthy living for its students and surrounding community members through the Central Valley Transportation Center and especially with the replacement of fueling infrastructures on the Center's site.

Goals of the Agreement:

The goal of this project is to purchase and install a CNG fueling system that will allow the District to replace their aging diesel fleet with cleaner natural gas vehicles.

Objectives of the Agreement:

- Place new natural gas fueling infrastructure on site at the District's Central Valley Transportation Center.
- Encourage the expansion of CNG use by providing publicly accessible CNG fueling to interested area fleets and residents.
- Reduced emission of NOx, PM and GHGs both within the city of Reedley, Fresno County and the State of California.
- Increase the knowledge of CNG among CVTC staff, Reedley citizens, and local public and private company fleets and encourage CNG use.

TASK 1 ADMINISTRATION**TASK 1.1 ATTEND KICK-OFF MEETING**

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

The Recipient shall:

- Attend a "Kick-Off" meeting with the CAM, the Commission Agreement Officer (CAO), and a representative of the Energy Commission Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Discuss the following administrative and technical aspects of this Agreement:
 - Agreement Terms and Conditions
 - Critical Project Review (Task 1.2)
 - Match fund documentation (Task 1.6) No reimbursable work may be done until this documentation is in place.
 - Permit documentation (Task 1.7)
 - Subcontracts needed to carry out project (Task 1.8)
 - The CAM's expectations for accomplishing tasks described in the Scope of Work
 - An updated Schedule of Products and Due Dates
 - Monthly Progress Reports (Task 1.4)
 - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
 - Final Report (Task 1.5)

Recipient Products:

- Updated Schedule of Products
- Updated List of Match Funds
- Updated List of Permits

Commission Agreement Manager Product:

- Kick-Off Meeting Agenda

TASK 1.2 CRITICAL PROJECT REVIEW (CPR) MEETINGS

CPRs provide the opportunity for frank discussions between the Energy Commission and the Recipient. The goal of this task is to determine if the project should continue to receive Energy Commission funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the Commission Agreement Officer, the Fuels and Transportation Division (FTD) program lead, other Energy Commission staff and Management as well as other individuals selected by the CAM to provide support to the Energy Commission.

The CAM shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the Energy Commission, but they may take place at another location.
- Send the Recipient the agenda and a list of expected participants in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. Prepare a schedule for providing the written determination described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a written determination in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare a CPR Report for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.
- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

CAM Products:

- Agenda and a list of expected participants
- Schedule for written determination
- Written determination

Recipient Product:

- CPR Report(s)

TASK 1.3 FINAL MEETING

The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with Energy Commission staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.
This meeting will be attended by, at a minimum, the Recipient, the Commission Grants Office Officer, and the Commission Agreement Manager. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the Commission Agreement Manager.
The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The Commission Agreement Manager will determine the appropriate meeting participants.
The administrative portion of the meeting shall be a discussion with the Commission Agreement Manager and the Grants Officer about the following Agreement closeout items:
 - What to do with any equipment purchased with Energy Commission funds (Options)
 - Energy Commission's request for specific "generated" data (not already provided in Agreement products)
 - Need to document Recipient's disclosure of "subject inventions" developed under the Agreement
 - "Surviving" Agreement provisions

- Final invoicing and release of retention
- Prepare a schedule for completing the closeout activities for this Agreement.

Products:

- Written documentation of meeting agreements
- Schedule for completing closeout activities

Task 1.4 MONTHLY PROGRESS REPORTS

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare a Monthly Progress Report which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Each progress report is due to the Commission Agreement Manager within 10 days of the end of the reporting period. The recommended specifications for each progress report are contained in Section 6 of the Terms and Conditions of this Agreement.
- In the first Monthly Progress Report and first invoice, document and verify match expenditures and provide a synopsis of project progress, if match funds have been expended or if work funded with match share has occurred after the notice of proposed award but before execution of the grant agreement. If no match funds have been expended or if no work funded with match share has occurred before execution, then state this in the report. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.

Product:

- Monthly Progress Reports

TASK 1.5 FINAL REPORT

The goal of the Final Report is to assess the project's success in achieving the Agreement's goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document. If the Recipient has obtained confidential status from the Energy Commission and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

The Recipient shall:

- Prepare an Outline of the Final Report, if requested by the CAM.
- Prepare a Final Report following the latest version of the Final Report guidelines which will be provided by the CAM. The CAM shall provide written comments on the Draft Final Report within fifteen (15) working days of receipt. The Final Report must be completed at least 60 days before the end of the Agreement Term.
- Submit one bound copy of the Final Report with the final invoice.

Products:

- Outline of the Final Report, if requested
- Draft Final Report
- Final Report

TASK 1.6 IDENTIFY AND OBTAIN MATCHING FUNDS

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the Energy Commission budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds shall be spent concurrently or in advance of Energy Commission funds for each task during the term of this Agreement. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare a letter documenting the match funding committed to this Agreement and submit it to the Commission Agreement Manager at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the Energy Commission awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the Energy Commission awarding this Agreement, then provide in the letter a list of the match funds that identifies the:
 - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
 - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.
- Provide a copy of the letter of commitment from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information to the Commission Agreement Manager if during the course of the Agreement additional match funds are received.
- Notify the Commission Agreement Manager within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

Products:

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match funds (if applicable)
- Letter that match funds were reduced (if applicable)

TASK 1.7 IDENTIFY AND OBTAIN REQUIRED PERMITS

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the Energy Commission budget for this task will be zero dollars, the Recipient shall budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare a letter documenting the permits required to conduct this Agreement and submit it to the Commission Agreement Manager at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
 - A list of the permits that identifies the:
 - Type of permit
 - Name, address and telephone number of the permitting jurisdictions or lead agencies
 - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the appropriate information on each permit and an updated schedule to the Commission Agreement Manager.
- As permits are obtained, send a copy of each approved permit to the Commission Agreement Manager.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the Commission Agreement Manager within 5 working days. Either of these events may trigger an additional CPR.

Products:

- Letter documenting the permits or stating that no permits are required
- A copy of each approved permit (if applicable)
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)
- A copy of each final approved permit (if applicable)

TASK 1.8 OBTAIN AND EXECUTE SUBCONTRACTS

The goal of this task is to ensure quality products and to procure subcontractors required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement policies and procedures. It will also provide the Energy Commission an opportunity to review the subcontracts to ensure that the tasks are consistent with this Agreement, and that the budgeted expenditures are reasonable and consistent with applicable cost principles.

The Recipient shall:

- Manage and coordinate subcontractor activities.
- Submit a draft of each subcontract required to conduct the work under this Agreement to the Commission Agreement Manager for review.
- Submit a final copy of the executed subcontract.
- If Recipient decides to add new subcontractors, then the Recipient shall notify the CAM.

Products:

- Draft subcontracts
- Final subcontracts

TECHNICAL TASKS

TASK 2 ENGINEERING, DESIGN, and EQUIPMENT PROCUREMENT

The goal of this task is to engineer and design adequate CNG fueling infrastructure for the Central Valley Transportation Center (CVTC). After the design plan is completed, Recipient will procure the recommended CNG fueling infrastructure for placement at the CVTC.

The Recipient shall:

- Inspect potential CNG fueling station to determine what infrastructure is adequate and appropriate for the CVTC.
- Recommend what infrastructure is to be procured.
- Receive and verify that the proper fueling CNG infrastructure has been received.

Products:

- CNG fueling infrastructure specifications
- Completed contract(s) for selected fueling infrastructure procurement

TASK 3 EQUIPMENT INSTALLATION and OPERATIONS

The goal of this task is to receive and install the new equipment procured in Task 2. Once installation of CNG infrastructure is complete, a startup and commission phase will be conducted to test the functionality of the CNG fueling station in place.

The Recipient shall:

- Install the new CNG fueling infrastructure on site at the CVTC.
 - Develop Start-up Test Plan to include a list of Quality Control checks and perform necessary checks of the system prior to start-up.
 - Address any findings from prestart check list and take corrective actions.
 - Perform start-up and commission system into service.
 - Collect operational data and analyze
- Prepare a startup test plan and initial equipment operation results report and submit to Commission Agreement Manager.

Products:

- Start-up Test Plan and Initial Equipment Operation Results Report

[CPR will be held upon completion of this task per Task 1.2]

TASK 4 DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational data from the project, to analyze that data for economic and environmental impacts, and to include the data and analysis in the Final Report.

The Recipient shall:

- Develop data collection test plan.
- Troubleshoot any issues identified.
- Collect 6 months of throughput, usage, and operations data from the project including, but not limited to:
 - Maximum capacity of the new fueling system
 - Gallons of gasoline and/or diesel fuel displaced (with associated mileage information)
 - Expected air emissions reduction, for example:
 - Non-methane hydrocarbons
 - Oxides of nitrogen
 - Non-methane hydrocarbons plus oxides of nitrogen
 - Particulate Matter
 - Formaldehyde
 - Duty cycle of the current fleet and the expected duty cycle of future vehicle acquisitions
 - Specific jobs and economic development resulting from this project
- Identify any current and planned use of renewable energy at the facility.
- Identify the source of the alternative fuel.
- Describe any energy efficiency measures used in the facility that may exceed Title 24 standards in Part 6 of the California Code Regulations.
- Provide data on potential job creation, economic development, and increased state revenue as a result of expected future expansion.
- Provide a quantified estimate of the project's carbon intensity values for life-cycle greenhouse gas emissions.

- Compare any project performance and expectations provided in the proposal to Energy Commission with actual project performance and accomplishments.
- Collect data, information, and analysis described above and include in the Final Report.

Products:

- Data collection information and analysis will be included in the Final Report

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

FOR THE

CENTRAL VALLEY TRANSPORTATION CENTER PROJECT

SCH # 2009091097



February, 2010

Kings Canyon Unified School District, Lead Agency
675 W. Manning
Reedley, CA 93654

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

CENTRAL VALLEY TRANSPORTATION CENTER PROJECT

SCH # 2009091097

February, 2010



Prepared for:

Kings Canyon Unified School District, Lead Agency
675 W. Manning
Reedley, CA 93654
Contact: Mark Garza
Phone: 559.305.7010
Fax: 559.637.1292

Prepared by:



Provost & Pritchard Consulting Group
130 N. Garden Street
Visalia, CA 93291
Phone: (559) 636-1166
Fax: (559) 636-1177

CHAPTER ONE – INTRODUCTION

Purpose

An Environmental Impact Report for the Central Valley Transportation Center Project was prepared to disclose, analyze, and provide mitigation measures for potentially significant environmental effects associated with the construction and operation of the facility. Preparation of an environmental impact report is a requirement of the California Environmental Quality Act (CEQA) for all discretionary projects in California that have a potential to result in significant environmental impacts.

A Notice of Preparation (NOP) for the project was circulated on September 23, 2009 for a 30-day review. The NOP informed the public agencies of the District's intent to prepare an Environmental Impact Report (EIR).

A Draft EIR was prepared and delivered to the State Clearinghouse and mailed to Responsible Agencies, organizations and interested individuals on December 3, 2009 for a 45-day review period.

The Final EIR consists of any comments received concerning the Draft EIR and responses to those comments.

Responses to comments are directed to the disposition of significant environmental issues that are raised in the comments, as set forth in Section 15088(b) of the State CEQA Guidelines. When reviewing the comments and in developing responses thereto, every effort is made to compare the comment to the information contained in the Draft EIR. In most instances, responses are not provided to comments on non-environmental aspects of the proposed project.

CEQA requires that a Final EIR be prepared, certified and independently considered by the decision-making body prior to taking action on the project. The Final EIR provides the opportunity to respond to comments on the Draft EIR and to incorporate any changes necessary to clarify and/or amplify information contained in the Draft EIR. The Draft EIR and this document constitute the Final EIR for the project. The Final EIR will be available to any commenter for at least ten days prior to its certification.

Scope and Format

Chapter One introduces and outlines the purpose, scope and format of the Final EIR. Chapter Two describes the project in detail and identifies the location, project objectives and alternatives analyzed and summarizes potential impacts and mitigation measures. Chapter Three consists of the actual letters of comment, and the responses to each written comment received on the Draft EIR. These responses are intended to supplement or clarify information received contained in the Draft EIR. Chapter Four includes the mitigation monitoring report.

CHAPTER TWO- SUMMARY OF DRAFT ENVIRONMENTAL IMPACT REPORT

Project Description

The project proposes to relocate and operate a new Central Valley Transportation Center. The new facility would consist of a transportation center from which the District would maintain and operate a fleet of up to 110 buses and 35 fleet vehicles. To supplement the District facilities, the City of Reedley (City) would also relocate its Public Works Department and associated vehicle maintenance yard to the project site. The proposed project would combine the current daily operations of the District transportation facilities and the City Public Works Department into one facility.

The proposed actions for which this Environmental Impact Report (EIR) (State Clearinghouse Number 2009091097)/Environmental Impact Statement (EIS) is being prepared include approval by Fresno County of a Conditional Use Permit, as well as release of funding through the American Recovery and Reinvestment Act (ARRA) grant, as issued by the U.S. Department of Energy.

In this EIR/EIS, reference will be made to the Fresno County General Plan (2000). Such reference is made to avoid repetition of information contained in this readily available document. It is not, however, relied upon herein as a master or program EIR upon which this EIR is based as a supplement or subsequent document. This EIR is intended to be a separate, project-level analysis.

Project Objective

The objective of the project is to fulfill the area's goal of providing more sustainable transportation, which will in turn lead to cleaner air quality for the San Joaquin Valley.

Regulatory Context

The construction and operation of the transportation center facilities may require the following regulatory action. Any environmental impacts resulting from the approvals of these permits are discussed in the Draft EIR.

- The certification of an Environmental Impact Report by the Kings Canyon Unified School District.
- Approval of a Conditional Use Permit by Fresno County.
- Approval of a Stormwater Pollution Prevention (construction) Plan by the Central Valley Regional Water Quality Control Board.
- Approval of an Authority to Construct (ATC) and Permit to Operate (PTO) by the San Joaquin Valley Air Pollution Control District.
- Compliance with fugitive dust rules (Regulation VIII of the San Joaquin Valley Air Pollution Control District).
- Compliance with other federal, state and local requirements.

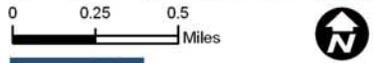
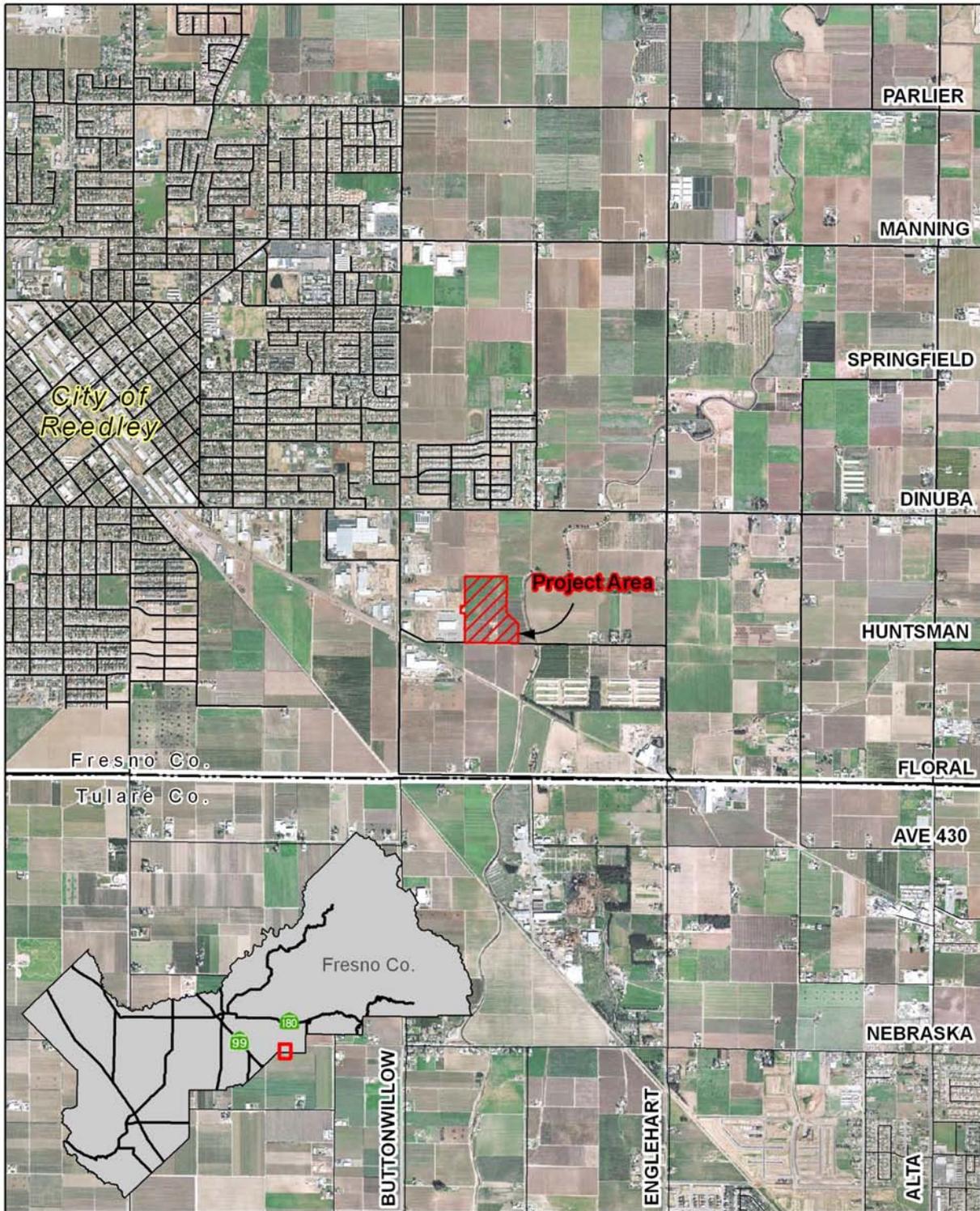
Summary of Impacts and Mitigation Measures

Section 15123(b)(1) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) provides that the summary shall identify each significant effect with proposed mitigation measures that would reduce or avoid that effect. This information is summarized in Table 2.1, Summary of Potential Impacts, Mitigation Measures, and Mitigation Monitoring Program, at the end of this Executive Summary.

Potential Areas of Controversy and Issues to be Resolved

The following issues are most likely to produce controversy in reviewing and considering the proposed project:

- ◇ Agricultural Resources
- ◇ Air Quality
- ◇ Biological Resources
- ◇ Hazards and Hazardous Materials/Health Risks/Vectors
- ◇ Traffic
- ◇ Water Quality Impacts
- ◇ Alternatives Analysis
- ◇ Cumulative Impacts

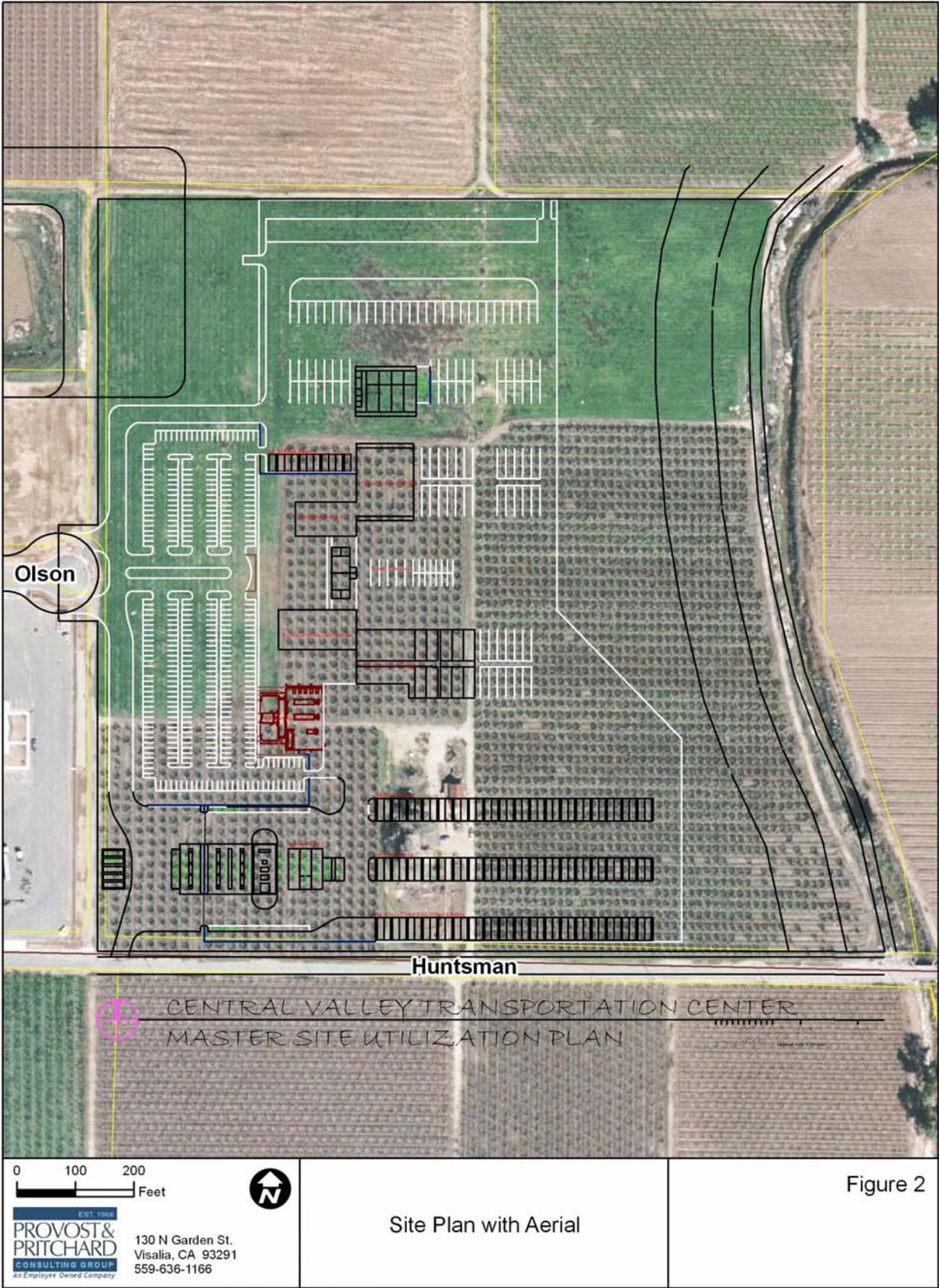


EST. 1968
PROVOST & PRITCHARD
 CONSULTING GROUP
 An Employee Owned Company
 130 N Garden St.
 Visalia, CA 93291
 559-636-1166

Project Location

Figure 1

V:\Clients\KingsCanyonUSD-1965196509V1-EIR\GIS\Map\FFor EIR\SiteAerial.mxd



V:\Clients\KingsCanyonUSD-1965\196509V1-EIR\GIS\Map\FOR EIR\Site_with_Aerial.mxd

Alternatives to the Proposed Project

Section 15126.6 of the State CEQA Guidelines requires the EIR/EIS to describe a reasonable project or location alternative range which would reduce or avoid significant impacts, and which could feasibly accomplish the basic project objectives, and to evaluate the comparative alternative project merits; however, if the environmentally superior alternative is the “no project” alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

The EIR evaluates the following alternatives:

- **No Project Alternative.** Under the No Project Alternative, the land would remain in agricultural use and the identified impacts associated with constructing and operating the proposed project would be avoided. Short-term construction impacts to air quality and noise would be avoided and potentially-significant long-term project impacts to biological resources, air and water quality, and traffic also would be avoided.
- **Alternative Site.** The alternate site is approximately two miles east of the city limits, zoned for agriculture and currently utilized by the school district for an elementary school. If the district used the site for their transit center, in combination with the elementary school, the additional agricultural land needed for the operation, would be minimal. The County General Plan EIR (dated October 2004) previously identified impacts and mitigation for losses of important farmland within the County, and a Statement of Overriding Considerations was adopted for project-level and cumulative impacts associated with loss/conversion of agricultural land. The amount of land acreage in agricultural production which would be converted to urban use if this site were chosen for the transit center would be considered a minimal loss and would result in a less-than-significant impact to agricultural resources.
- **Alternatives Rejected from Further Consideration.** A number of sites were evaluated for use as an alternate site. The utilization of some of these sites might involve impacts not present on the project site – incompatible land uses or significant transportation/traffic effects, for example. Because of the status of the air quality in the San Joaquin Valley Air Basin, there is no evidence that there are any other sites in Fresno County which would not have comparable air quality impacts.

Based upon the analysis contained and documented in this EIR/EIS, the no-project alternative is environmentally superior. Apart from this alternative, the proposed project is considered the environmentally superior alternative. Construction impacts would be short term and would not result in substantial new development on the site. The relatively low-impact land use would not substantially increase impacts to native plants and wildlife that currently use the agricultural site. Given the potential additional environmental impacts associated with the alternative provided and analyzed in Chapter Four of the EIR/EIS, the proposed project is considered the environmentally-superior alternative.

Mitigation Reporting / Monitoring Program

State and local agencies are required by Section 21081.6 of the California Public Resources Code to establish a monitoring and reporting program for all projects which are approved and which require CEQA processing. The mitigation monitoring and reporting program for the proposed project corresponds to mitigation measures outlined in the project EIR. The Program summarizes the environmental issues identified in the EIR, the mitigation measures required to reduce each potentially significant impact to less than significant, the person or agency responsible for implementing the measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures (see Chapter Four).

**TABLE 2.1
Summary of Possible Impact, Mitigation Measures, and Mitigation Monitoring Program**

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
AESTHETICS						
3.1.1	Visual Compatibility	3.1-1		None Required		
3.1.2	Light and Glare	3.1-3		None Required		
AGRICULTURAL RESOURCES						
3.2.1	Loss of Farmland, Conversion of Farmland	3.2-6		None Required		
3.2.2	Zoning and Williamson Act Conflicts	3.2-6		None Required		
AIR QUALITY						
3.3.1	Short Term Emissions	3.3-11	3.3.1a	<p>As the project shall be completed in compliance with SJVAPCD Regulation VIII, the following dust control measures shall be taken to ensure compliance specifically during grading and construction phases:</p> <p>Water previously exposed surfaces (soil) whenever visible dust is capable of drifting from the site or approaches 20% opacity.</p> <p>Water all unpaved haul roads a minimum of three-times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20% opacity.</p> <p>Reduce speed on unpaved roads to less than 15 miles per hour.</p> <p>Install and maintain a track out control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles.</p> <p>Stabilize all disturbed areas, including storage piles, which are not being actively utilized for production purposes using water, chemical stabilizers or by covering with a tarp or other suitable cover.</p> <p>Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading, or cut and fill operations with application of water or by</p>	Less Than Significant	SJVAPCD

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
				<p>presoaking.</p> <p>When transporting materials offsite, maintain a freeboard limit of at least 6 inches and cover or effectively wet to limit visible dust emissions.</p> <p>Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and use of blowers is expressly forbidden).</p> <p>Stabilize the surface of storage piles following the addition or removal of materials using water or chemical stabilizer/suppressants.</p> <p>Remove visible track-out from the site at the end of each workday.</p> <p>Cease grading or other activities that cause excessive (greater than 20% opacity) dust formation during periods of high winds (greater than 20 mph over a one-hour period).</p>		
			3.3-1b	<p>The GAMAQI guidance document lists the following measures as approved and recommended for construction activities. These measures shall be required to ensure that the proposed project emissions do not exceed District thresholds:</p> <p>Maintain all construction equipment as recommended by manufacturer manuals.</p> <p>Shut down equipment when not in use for extended periods.</p> <p>Construction equipment shall operate no longer than eight (8) cumulative hours per day.</p> <p>Use electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment.</p> <p>Curtail use of high-emitting construction equipment during periods of high or excessive ambient pollutant concentrations.</p> <p>All construction vehicles shall be equipped with proper emissions control equipment and kept in good and</p>	Less Than Significant	SJVAPCD

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
3.3.2	Long Term Emissions	3.3-12	3.3.2	<p>proper running order to substantially reduce NO_x emissions.</p> <p>On-Road and Off-Road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.</p> <p>On-Road and Off-Road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.</p> <p>All construction workers shall be encouraged to shuttle (car-pool) to retail establishments or to remain on-site during lunch breaks.</p> <p>All construction activities within the project area shall be discontinued during the first stage smog alerts.</p> <p>Construction and grading activities shall not be allowed during first stage ozone alerts. First stage ozone alerts are declared when the ozone level exceeds 0.20 ppm (1-hour average).</p> <p>The following mitigation measures are recommended to further reduce the potential for long-term project emissions. These measures shall be required to ensure that the proposed project emissions are not exceeded:</p> <p>Installation of a 1.2 MW Solar Collection and Charging System.</p> <p>Replacing older diesel vehicles with CNG vehicles.</p> <p>The project design shall comply with standards set forth in Title 24 of the Uniform Building Code to minimize total consumption of energy.</p> <p>Applicants shall be required to comply with applicable mitigation measures in the Air Quality Attainment Plan, District Rules, Traffic Control Measures, Regulation VIII and Indirect Source Rules for the SJVAPCD.</p> <p>The developer shall comply with the provisions of SJVAPCD Rule 4601 - Architectural Coatings, during the construction of all buildings and facilities.</p> <p>Application of architectural coatings shall be completed in a manner that poses the least emissions impacts whenever such application is deemed proficient.</p>	Less Than Significant	SJVAPCD

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
				<p>The applicant shall comply with the provisions of SJVAPCD Rule 4641 during the construction and pavement of all roads and parking areas within the project area. Specifically, the applicant shall not allow the use of:</p> <p>Rapid cure cutback asphalt; Medium cure cutback asphalt; Slow cure cutback asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.3); or Emulsified asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.4).</p> <p>The developer shall comply with applicable provisions of SJVAPCD Rule 9510 (Indirect Source Review).</p>		
3.3.3	Potential Impacts to Sensitive Receptors	3.3-16		None Required		
3.3.4	Health Risk Impacts	3.3-17		None Required		
3.3.5	Impacts to the Ambient Air Quality	3.3-19		None Requires		
3.3.6	Potential Impacts to Air Quality Attainment Plan	3.3-21		None Required		
3.3.7	Potential Odor Impacts	3.3-22		None Required		
BIOLOGICAL RESOURCES						
3.4.1	Substantial Adverse Effect on Candidate, Special-Status or Sensitive Species	3.4-7	3.4.1	<p>Construction, storage, travel and other types of disturbance should be restricted to the 27-acre project site and not take place in the offsite land adjacent to the riparian corridor of Travers Creeks. Trucks and equipment vehicles should approach from Huntsman or the western access road rather than the dirt road along the riparian/orchard interface. If this restriction is not possible, then a more extensive biological survey of the riparian corridor would be necessary to determine if the impacts will require further mitigation.</p> <p>Maintaining the current cable and lock system in place at the southern access to the corridor from Huntsman will continue to discourage traffic along the offsite riparian corridor. Adding signage in English along the west-to-east dirt access road to the riparian corridor will further discourage project traffic from within the</p>	Less Than Significant	Fresno County Public Works the Applicant

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
				<p>parcel.</p> <p>Vehicles shall use slow speeds (less than 15 miles per hour), especially at night, when driving through or around the project site to minimize potential for striking or disturbing animals. San Joaquin kit fox and other animals are vulnerable to collisions with autos.</p> <p>Pipes and culverts shall be inspected before being moved or altered to prevent wildlife from being injured or trapped.</p> <p>If special status species are encountered during an inspection, they shall be left alone to passively exit the area unless otherwise authorized by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.</p> <p>Removal of trees shall occur outside of bird nesting season to minimize impact to nest activity.</p> <p>Any migratory birds and their nests shall be not be disturbed as outlined in the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Section 50 of the Code of Federal Regulations Part 10, including feathers or other parts, nests, eggs or products, except as slowed by implementing regulations (50 CFR 21).</p>		
3.4.2	Substantial Adverse Effect on Riparian Habitat or Other Sensitive Natural Community	3.4-9		None Required		
3.4.3	Substantial Adverse Effect on Federal Protected Wetlands	3.4-9		None Required		
3.4.4	Conflict with Local Policies or Ordinances	3.4-10		None Required		
3.4.5	Conflict with Local Policies or Ordinances	3.4-10		None Required		
3.4.6	Conflict with Adopted or	3.4-10		None Required		

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
Approved Conservation Plan						
CULTURAL RESOURCES						
3.5.1	Disturbance of Cultural, Historic Resources, or Skeletal Remains	3.5-2	3.5.1	<p>If, in the course of project operation, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within 50 feet of the find area shall cease. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by the County's Environmental Assessment Officer, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the project.</p> <p>In the event human remains are encountered during construction or operation activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and §15064.5 of the CEQA Guidelines. In addition to compliance with Public Resources Code §5097.98, in the event that any skeletal remains are discovered, a qualified archaeologist, the County Environmental Assessment Officer, County Coroner and local Native American organization shall be consulted, and appropriate measures shall be required that may include avoidance of the burial site or reburial of the remains.</p>	Less Than Significant	County of Fresno
GEOLOGY, SOILS AND MINERAL RESOURCES						
3.6.1	Impacts Resulting from Seismic Effects	3.6-4		None Required		
3.6.2	Landslides	3.6-4		None Required		
3.6.3	Soil Erosion, Loss of Topsoil and Impacts from Instable or Expansive Soils	3.6-4		None Required		
3.6.4	Hazards to Septic Tank or Alternative Waste Disposal System	3.6-5		None Required		

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
3.6.5	Impacts to Mineral Resources	3.6-5		None Required		
HAZARDS AND HAZARDOUS MATERIAL / HEALTH RISKS AND VECTORS						
3.7.1	Create Hazard to the Public or Environment	3.7-6		None Required		
3.7.2	Result in Hazardous Emissions or Hazardous Materials within the Vicinity of an Existing or Proposed School	3.7-6		None Required		
3.7.3	Hazardous Materials Site, Safety Hazard for People Working in Vicinity of a Public Airport, Public Use Airport, or Private Airstrip	3.7-7		None Required		
3.7.4	Impair or Interfere with Emergency Response/ Evacuation Plan	3.7-7		None Required		
3.7.5	Impacts Results from Proximity to Powerlines or Storage Tanks	3.7-7		None Required		
3.7.6	Wildland Fires	3.7-8		None Required		
HYDROLOGY AND WATER QUALITY						
3.8.1	Violation of Water Quality Standards or Waste Discharge Requirements	3.8-5		None Required		
3.8.2	Depletion of Groundwater Supplies	3.8-7		None Required		
3.8.3	Drainage Pattern Alternation	3.8-7		None Required		
3.8.4	Surface Runoff	3.8-8		None Required		

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
	Increase or Water Quality Degradation					
3.8.5	100-year Flood Hazards	3.8-8		None Required		
3.8.6	Dam Failure, Seiche, Tsunami, Mudflow	3.8-8		None Required		
LAND USE AND PLANNING						
3.9.1	Division of an Established Community	3.9-2		None Required		
3.9.2	Land Use Policy / Zoning Conformance	3.9-2		None Required		
NOISE						
3.10.1	Short-Term Construction Noise & Vibration	3.10-2	3.10.1	Noise producing equipment used during construction and operation shall be restricted to the timeframe of 7:00 am to 7:00 pm, Monday through Friday, and 7:00 am to 6:00 pm on Saturday, Sunday and holidays. Construction outside of these hours shall require written approval by the County of Fresno.	Less Than Significant	Applicant
3.10.2	Vibration Impacts	3.10-3		None Required		
3.10.3	Operational and Traffic Noise	3.10-3		None Required		
3.10.4	Airport Noise	3.10-4		None Required		
POPULATION AND HOUSING						
3.11.1	Population Impacts	3.11-1		None Required		
3.11.2	Housing Impacts	3.11-2		None Required		
PUBLIC SERVICES AND UTILITIES						
3.12.1	Public Services Impacts	3.12-2		None Required		
3.12.2	Impacts to Existing Infrastructure Capacity	3.12-3		None Required		
3.12.3	Energy Impacts	3.12-3		None Required		
RECREATION						
3.13.1	Impacts to Recreational	3.13-1		None Required		

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
Facilities						
TRANSPORTATION / TRAFFIC						
3.14.1	Traffic Increase vs. Road Capacity / Exceedance of LOS Standard	3.14-2		None Required		
3.14.2	Change in Air Traffic Patterns	3.14-3		None Required		
3.14.3	Safety Hazards	3.14-3		None Required		
3.14.4	Emergency Access Adequacy, Parking Capacity Adequacy, Road Deterioration, Alternative Transportation Policies	3.14-4		None Required		
CUMULATIVE IMPACTS						
	Aesthetics	5-2		None Required	No Cumulative Impact	
	Agricultural Resources	5-2		None Required	Less Than Significant	
	Air Quality	5-2		None Required	Less Than Significant	
	Greenhouse Gas/Climate Change	5-6	5.3.1	CEQA requires that all feasible and reasonable mitigation be applied to the project to reduce the impacts from construction and operations on air quality. The SJVAPCD's "Non-Residential On-Site Mitigation Checklist" was utilized in preparing the mitigation measures and evaluating the projects features. These measures include using controls that limit the exhaust from construction equipment and using alternatives to diesel when possible. Additional reductions will be achieved through the regulatory process of the air district and CARB as required changes to diesel engines are implemented which will affect the product delivery trucks and limits on idling.	Less Than Significant	SJVAPCD

Impact No.	Impact	EIR Page #	Mitigation Number	Mitigation Measures	Level of Significance After Mitigation	Monitoring Agency
	Biological Resources	5-9		None Required	No Cumulative Impact	
	Cultural Resources	5-10		None Required	No Cumulative Impact	
	Geology & Soils	5-10		None Required	No Cumulative Impact	
	Hazards & Hazardous Materials	5-10		None Required	No Cumulative Impact	
	Hydrology & Water Quality	5-10		None Required	No Cumulative Impact	
	Land Use & Planning	5-10		None Required	No Cumulative Impact	
	Mineral Resources	5-10		None Required	No Cumulative Impact	
	Noise	5-10		None Required	No Cumulative Impact	
	Population & Housing	5-10		None Required	No Cumulative Impact	
	Public Services	5-11		None Required	No Cumulative Impact	
	Recreation	5-11		None Required	No Cumulative Impact	
	Transportation/ Traffic	5-11		None Required	Less Than Significant	
	Utilities and Energy	5-11		None Required	Less Than Significant	

CHAPTER THREE- COMMENTS AND RESPONSES

Comments

The Draft EIR was mailed to agencies, organizations, and interested individuals on December 3, 2009 to begin the 45-day review period, which ended on January 18, 2010.

One written comment was received during the 45-day public review period from:

- Arnaud Marjollet, Permit Services Manager and David Warner, Director of Permit Services
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244

A copy of the comment letter can be found in Attachment A of this Final Environmental Impact Report.

Responses to Written Comments

This section restates the written comment received on the Draft EIR during the 45-day review period. Following each comment is a response intended to either supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the Draft EIR or Final EIR where the requested information is found. Comments not directed to significant environmental issues are included in this section; responses thereto indicate that the comment has been noted and that no detailed response is necessary.

San Joaquin Valley Air Pollution Control District

Comment 1: *Based on information provided to the District, the proposed project will exceed 9,000 square feet of space. Therefore, the District concludes that the proposed project is subject to District Rule 9510 (Indirect Source Review).*

Response: An Air Impact Assessment (AIA) application will be submitted to the District no later than final discretionary approval and any applicable off-site mitigation fees resulting from that AIA will be paid before issuance of the first building permit. Comment noted.

Comment 2: *This project may require District permits. Prior to construction, the project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance Office at (559) 230-5888.*

Response: As stated on pg. 2-5 of the Draft EIR, the project would require the approval of an Authority to Construct prior to construction. Comment noted.

CHAPTER FOUR- MITIGATION REPORTING / MONITORING PROGRAM

Introduction

State and local agencies are required by Section 21081.6 of the California Public Resources Code to establish a monitoring and reporting program for all projects which are approved and which require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of Public Resources Code Section 21081.6. The mitigation monitoring program (Program) outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program for the proposed project corresponds to mitigation measures outlined in the project EIR. The Program summarizes the environmental issues identified in the EIR, the mitigation measures required to reduce each potentially significant impact to less than significant, the person or agency responsible for implementing the measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

The Program

The mitigation measures contained herein shall be included as conditions of approval for the project, to the extent permitted by law. Kings Canyon Unified School District shall ensure that all construction plans and project operations conform with the conditions of the mitigated project. Table 4.1 shall be attached to all permits as a condition of approval.

**Table 4.1
Mitigation Monitoring Program**

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
AIR QUALITY AND ODORS				
<p>Impact #3.3.1 – Short Term Emissions</p>	<p>Mitigation Measure #3.3.1a: As the project shall be completed in compliance with SJVAPCD Regulation VIII, the following dust control measures shall be taken to ensure compliance specifically during grading and construction phases: Water previously exposed surfaces (soil) whenever visible dust is capable of drifting from the site or approaches 20% opacity. Water all unpaved haul roads a minimum of three-times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20% opacity. Reduce speed on unpaved roads to less than 15 miles per hour. Install and maintain a track out control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicles with three or more axles. Stabilize all disturbed areas, including storage piles, which are not being actively utilized for production purposes using water, chemical stabilizers or by covering with a tarp or other suitable cover. Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading, or cut and fill operations with application of water or by presoaking. When transporting materials offsite, maintain a freeboard limit of at least 6 inches and cover or effectively wet to limit visible dust emissions. Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and use of blowers is expressly forbidden). Stabilize the surface of storage piles following the addition</p>	<p>The mitigation measures shall be implemented by the construction contractor.</p>	<p>Monitoring shall be the responsibility of the San Joaquin Valley Air Pollution Control District.</p>	<p>During construction.</p>

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	<p>or removal of materials using water or chemical stabilizer/suppressants.</p> <p>Remove visible track-out from the site at the end of each workday.</p> <p>Cease grading or other activities that cause excessive (greater than 20% opacity) dust formation during periods of high winds (greater than 20 mph over a one-hour period).</p> <p>Mitigation Measure #3.3.1b:</p> <p>The GAMAQI guidance document lists the following measures as approved and recommended for construction activities. These measures shall be required to ensure that the proposed project emissions do not exceed District thresholds:</p> <p>Maintain all construction equipment as recommended by manufacturer manuals.</p> <p>Shut down equipment when not in use for extended periods.</p> <p>Construction equipment shall operate no longer than eight (8) cumulative hours per day.</p> <p>Use electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment.</p> <p>Curtail use of high-emitting construction equipment during periods of high or excessive ambient pollutant concentrations.</p> <p>All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper running order to substantially reduce NO_x emissions.</p> <p>On-Road and Off-Road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.</p> <p>On-Road and Off-Road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.</p> <p>All construction workers shall be encouraged to shuttle (car-pool) to retail establishments or to remain on-site during lunch breaks.</p> <p>All construction activities within the project area shall be discontinued during the first stage smog alerts.</p> <p>Construction and grading activities shall not be allowed</p>			

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
<p>Impact #3.3.1 –Long Term Emissions</p>	<p>during first stage ozone alerts. First stage ozone alerts are declared when the ozone level exceeds 0.20 ppm (1-hour average).</p> <p>Mitigation Measure:</p> <p>The following mitigation measures are recommended to further reduce the potential for long-term project emissions. These measures shall be required to ensure that the proposed project emissions are not exceeded:</p> <p>Installation of a 1.2 MW Solar Collection and Charging System.</p> <p>Replacing older diesel vehicles with CNG vehicles.</p> <p>The project design shall comply with standards set forth in Title 24 of the Uniform Building Code to minimize total consumption of energy.</p> <p>Applicants shall be required to comply with applicable mitigation measures in the Air Quality Attainment Plan, District Rules, Traffic Control Measures, Regulation VIII and Indirect Source Rules for the SJVAPCD.</p> <p>The developer shall comply with the provisions of SJVAPCD Rule 4601 - Architectural Coatings, during the construction of all buildings and facilities. Application of architectural coatings shall be completed in a manner that poses the least emissions impacts whenever such application is deemed proficient.</p> <p>The applicant shall comply with the provisions of SJVAPCD Rule 4641 during the construction and pavement of all roads and parking areas within the project area. Specifically, the applicant shall not allow the use of:</p> <p>Rapid cure cutback asphalt;</p> <p>Medium cure cutback asphalt;</p> <p>Slow cure cutback asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.3); or Emulsified asphalt (as specified in SJVAPCD Rule 4641, Section 5.1.4).</p> <p>The developer shall comply with applicable provisions of SJVAPCD Rule 9510 (Indirect Source Review).</p>	<p>The mitigation measures shall be implemented by the application</p>	<p>Monitoring shall be the responsibility of the San Joaquin Valley Air Pollution Control District.</p>	<p>During operation.</p>

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
BIOLOGICAL RESOURCES				
<p>Impact #3.4.1: Substantial Adverse Effect on Candidate, Special-Status or Sensitive Species</p>	<p>Mitigation Measure:</p> <p>Construction, storage, travel and other types of disturbance should be restricted to the 27-acre project site and not take place in the offsite land adjacent to the riparian corridor of Travers Creeks. Trucks and equipment vehicles should approach from Huntsman or the western access road rather than the dirt road along the riparian/orchard interface. If this restriction is not possible, then a more extensive biological survey of the riparian corridor would be necessary to determine if the impacts will require further mitigation.</p> <p>Maintaining the current cable and lock system in place at the southern access to the corridor from Huntsman will continue to discourage traffic along the offsite riparian corridor. Adding signage in English along the west-to-east dirt access road to the riparian corridor will further discourage project traffic from within the parcel.</p> <p>Vehicles should use slow speeds (less than 15 miles per hour), especially at night, when driving through or around the project site to minimize potential for striking or disturbing animals. San Joaquin kit fox and other animals are vulnerable to collisions with autos.</p> <p>Pipes and culverts should be inspected before being moved or altered to prevent wildlife from being injured or trapped.</p> <p>If special status species are encountered during an inspection, they should be left alone to passively exit the area unless otherwise authorized by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.</p> <p>Removal of trees should occur outside of bird nesting season to minimize impact to nest activity.</p> <p>Any migratory birds and their nests should be not be disturbed as outlined in the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Section 50 of the Code of Federal Regulations</p>	<p>The mitigation measure shall be the responsibility of the applicant and applicant's contractor.</p>	<p>Monitoring will be the responsibility of the Fresno County Public Works and Planning Department.</p>	<p>Prior to and during construction.</p>

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
	Part 10, including feathers or other parts, nests, eggs or products, except as slowed by implementing regulations (50 CFR 21).			
CULTURAL RESOURCES				
Impact #3.5.1: Disturbance of Cultural, Historic Resources, or Skeletal Remains	<p>Mitigation Measure::</p> <p>If, in the course of project operation, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within 50 feet of the find area shall cease. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by the County's Environmental Assessment Officer, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the project.</p> <p>In the event human remains are encountered during construction or operation activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and §15064.5 of the CEQA Guidelines. In addition to compliance with Public Resources Code §5097.98, in the event that any skeletal remains are discovered, a qualified archaeologist, the County Environmental Assessment Officer, County Coroner and local Native American organization shall be consulted, and appropriate measures shall be required that may include avoidance of the burial site or reburial of the remains.</p>	The mitigation measure shall be incorporated in the conditions of approval for the Special Use Permit and shall be the responsibility of the applicant and applicant's contractor.	Monitoring will be the responsibility of the County of Fresno	During construction
NOISE				
Impact #3.10.1: Short Term Construction Noise & Vibration	<p>Mitigation Measure :</p> <p>Noise producing equipment used during construction and operation shall be restricted to the timeframe of 7:00 am to 7:00 pm, Monday through Friday, and 7:00 am to 6:00 pm on Saturday, Sunday and holidays. Construction outside of these hours shall require written approval by the County of Fresno.</p>	The mitigation measure shall be incorporated in the conditions of approval for the Special Use Permit and shall be the responsibility of the applicant and applicant's contractor.	Monitoring will be the responsibility of the applicant	During construction

Impact	Mitigation Measures	Implementation	Monitoring	Time Span
CUMULATIVE AIR QUALITY, WATER QUALITY AND BIOLOGICAL IMPACTS				
Greenhouse Gasses/Climate Change	Mitigation Measure: CEQA requires that all feasible and reasonable mitigation be applied to the project to reduce the impacts from construction and operations on air quality. The SJVAPCD's "Non-Residential On-Site Mitigation Checklist" was utilized in preparing the mitigation measures and evaluating the projects features. These measures include using controls that limit the exhaust from construction equipment and using alternatives to diesel when possible. Additional reductions will be achieved through the regulatory process of the air district and CARB as required changes to diesel engines are implemented which will affect the product delivery trucks and limits on idling.	The mitigation measure shall be incorporated in the conditions of approval for the Special Use Permit and shall be the responsibility of the applicant.	Monitoring will be the responsibility of the San Joaquin Valley Air Pollution Control District.	Continued monitoring during operation.

Attachment A



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



MARK

January 14, 2010

~~Ron Hudson~~
Kings Canyon Unified School District
675 W. Manning
Reedley, CA 93654

Subject: Comments on Proposed Project

Project: DEIR/EIR for the Central Valley Transportation Center Project

District Reference No: 20090573

Dear Mr. Hudson:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the Central Valley Transportation Center Project. The proposed project would consist of a state-of-the art transportation center from which Kings Canyon Unified School District would maintain and operate a fleet of up to 110 buses and 35 fleet vehicles. The proposed project would also include new transportation administration and vehicle maintenance facilities including a 10,900 square foot education center, and also incorporate compressed natural gas fueling facilities and solar collection facilities. The District offers the following comments:

District Comments

- 1.) Based on information provided to the District, the proposed project will exceed 9,000 square feet of space. Therefore, the District concludes that the proposed project is subject to District Rule 9510 (Indirect Source Review).

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payments of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final

Sayed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95358-8718
Tel: (209) 657-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-8000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-8725
Tel: 661-392-5500 FAX: 661-392-5585



San Joaquin Valley Air Pollution Control District

Fax Transmittal

1990 E. Gettysburg Avenue
Fresno, California 93726-0244
Phone (559) 230-6000
Fax (559) 230-6061

Date : January 14, 2010

To : Ron Hudson

Fax Number : 559-637-1292

From : Cristina Montoya *per*

Number of pages (Includes cover sheet): 3

Patia Strong

Description :

- | | |
|--|---|
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> For Your Information |
| <input type="checkbox"/> Per Our Conversation | <input type="checkbox"/> For Your Approval |
| <input type="checkbox"/> Take Appropriate Action | <input type="checkbox"/> Review & Comment |
| <input type="checkbox"/> Please Answer | <input type="checkbox"/> Review & Return |

Original transmittal will follow via mail

Remarks / Response :

District Reference #20090573

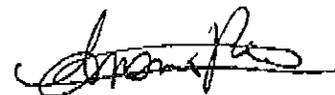
discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

- 2.) This project may require District permits. Prior to construction, the project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance Office at (559) 230-5888.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Patia Siong at (559) 230-5930 and provide the reference number at the top of this letter.

Sincerely,

David Warner
Director of Permit Services



 Arnaud Marjoilet
Permit Services Manager

DW:ps

cc: File



Mark

County of Fresno
COUNTY CLERK / REGISTRAR OF VOTERS
VICTOR E. SALAZAR

List of Notices that Need to be Removed

File Number	Project Title / Project Applicant Name	Agency File Number	Notice Description	Posted Date
E200910000303	CENTRAL VALLEY TRANSPORTATION CENTER PROJECT KINGS CANYON UNIFIED SCHOOL DISTRICT		NOTICE OF AVAILABILITY	12/08/2009

REMOVED BY: *Mark*
ON: JAN 07 2010

✓ E2009/0000303

E2009/0000303

NOTICE OF AVAILABILITY

Kings Canyon Unified School District (District) is the Lead Agency in preparation of an Environmental Impact Report (EIR) for the Central Valley Transportation Center Project (Project). The District is soliciting comments, concerns, recommendations for mitigation measures, and any other pertinent information that may enable the District to prepare a comprehensive and meaningful EIR for the proposed Project.

The Project proposes to develop and operate a new Central Valley Transportation Center. The proposed Project is located approximately 14 miles east of State Route 99 and is located on Huntsman Avenue, approximately one-quarter mile east of Buttonwillow Avenue.

Development of the Project would include relocation of like facilities from existing District facilities to the new project site, and expanded services, such as alternative fueling stations. The new facility would consist of a transportation center from which the District would maintain and operate a fleet of up to 110 buses and 35 fleet vehicles. To supplement the District facilities, the City of Reedley (City) would also relocate its Public Works Department and associated vehicle maintenance yard to the Project site. The proposed Project would combine the current daily operations of the District transportation facilities and the City Public Works Department into one facility. No significant environmental effects are anticipated as a result of this Project.

The Kings Canyon Unified School District will hold a public hearing to invite comments from responsible agencies and interested parties. The public hearing is scheduled for 7:30 on December 22, 2009, at a regularly scheduled board meeting. The hearing will be held at the District Office, 675 W. Manning, Reedley. You are encouraged to attend and provide input on the scope of the EIR so that all relevant environmental issues are addressed.

The Environmental Impact Report review period for this project begins on December 3, 2009 and ends on January 18, 2010. Due to the time limits mandated by State law, your response must be sent at the earliest possible date *but not later than* January 18, 2010. Please provide the name of a contact person in your agency, and send your response to Ron Hudson at the District Office, 675 W. Manning, Reedley.

Once comments are received the District will complete preparation of the Final EIR.

FILED

DEC 08 2009

By Sharrick FREED COUNTY CLERK DEPUTY

See clerk for additional document.

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION - RE: KINGS CANYON UNIFIED SCHOOL DISTRICT

WHEREAS the State Energy Resources Conservation and Development Commission (Energy Commission) is considering whether to approve agreement ARV-15-020 with Kings Canyon Unified School District to install a natural gas fuel dispenser at the Central Valley Transportation Center; and

WHEREAS the Kings Canyon Unified School District, as the Lead Agency, certified the February 2010 Final Environmental Impact Report (EIR) for the Central Valley Transportation of which the natural gas fuel dispenser is a part; and

WHEREAS the in the EIR all potential impacts were found to be less than significant or have no cumulative impacts after mitigation; and

WHEREAS the Energy Commission has reviewed the EIR, has no information that indicates the environmental documentation is inadequate, and has considered with EIR in deciding whether to approve the proposed Agreement ARV-15-020; and

WHEREAS the EIR is contained in the Energy Commission file for Agreement ARV-15-020;

THEREFORE BE IN RESOLVED, that the Energy Commission finds that the installation of a natural gas fuel dispenser at the Central Valley Transportation Center under Agreement ARV-15-020 falls within the scope of the EIR; and

BE IT FURTHER RESOLVED, that the Energy Commission approves Agreement ARV-15-020 from PON-14-608 with Kings Canyon Unified School District for a \$500,000 grant to install a natural gas fuel dispenser at the Central Valley Transportation Center; and

FURTHER BE IT RESOLVED, that the Executive Director or his/her designee shall execute the same on behalf of the Energy Commission.

CERTIFICATION

The undersigned Secretariat to the Commission does hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted at a meeting of the California Energy Commission held on December 9, 2015.

AYE: [List of Commissioners]

NAY: [List of Commissioners]

ABSENT: [List of Commissioners]

ABSTAIN: [List of Commissioners]

Tiffani Winter,
Secretariat