



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant				
Authorized Official (Applicant)				
Print Full Name	Steven E. White			
Title	Director, Public Works and Planning			
Signature	Steve White	Digitally signed by Steve White Date: 2024.01.18 10:43:12 -08'00'	Date	1/18/24
Sub-Applicant(s)*				
Authorized Official (Sub-Applicant)				
Print Full Name				
Title				
Signature		Date		
Authorized Official (Sub-Applicant)				
Print Full Name				
Title				
Signature		Date		
Authorized Official (Sub-Applicant)				
Print Full Name				
Title				
Signature		Date		

\*Use additional pages if necessary.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART A. APPLICATION INFORMATION

FY 2024-25

**Grant Category** (select only one)

**Climate Adaptation** (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

**Sustainable Communities** (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

**Strategic Partnerships** (MPOs and RTPAs only)

Sustainable Communities Competitive  
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)  
(20% Local Match requirement)

Sustainable Communities Competitive Technical  
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)  
(11.47% Local Match requirement)

**Application Submittal Type** (more than one may be selected)

**New**

**Prior Phases**

**Re-Submittal**

New Application

Continuation of a prior project.  
If so, list the Grant FY and project  
title below.

Re-submittal from a prior grant cycle.

How many times has an application been  
submitted for this project, including this one?

### PART B. PROJECT INFORMATION

**Project Title and Location**

Project Title: Western Fresno County Climate Adaptation Plan

Project Location (City): Coalinga, Firebaugh, Huron, Mendota, San Joaquin  
Project Location (County): Fresno County

**Funding Information**

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#) (posted online)

Minimum Local Match     Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

Local Transportation Funds     Local Sales Tax     Special Bond Measures

Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$1,500,000	\$194,341	\$0	\$194,341	11.47	\$1,694,341



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART B. PROJECT INFORMATION (CONTINUED)

#### Project Description (3-5 Sentences Max.)

Insert Application Narrative:

1. Project Description

A study of the western unincorporated communities (west of Highways 99 and 41 to the County line) and overlapping cities will be performed to plan for the resilience of transportation infrastructure due to flooding, drought, subsidence, and other climate-related causes. When storm events occur, the roads can flood and impact thousands of residents trying to get to school, work, and access to other vital resources. This area of study was chosen due to its high flood risk and high concentration of underserved communities. Deliverables include a report with scoping, cost estimates, and a list of priority projects with feasibility of recommended actions, identified through a scientific and public process that considers cost, equity, long-term resiliency, and potential environmental impact.

#### Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- Active Transportation (Bicycle and Pedestrian)
- Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- Complete Streets (Multimodal specific type)
- Corridor (Local Streets or Highways)
- Freight/Goods Movement
- General Plan-Related (Circulation Element, Land Use Element, Specific Plan)
- Multimodal (Motorized and Active Transportation)
- Safety (Vision Zero, Safe Routes to Schools)
- Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- Transit (Bus, Light Rail, and Commuter Rail Service)
- Other, specify:

#### Underserved Community Definitions

If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- Rural Communities of 50,000 or less and outside of urbanized areas
- Native American Tribal Governments
- Regionally/Locally Defined Underserved Communities
- At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- At/Above 75% CalEnviroScreen Version 4.0
- At/Below 25% California Healthy Places Index



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART C. CONTACT INFORMATION\*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	County of Fresno		
Dept./Division	Public Works and Planning, Design		
Street Address	2220 Tulare Street, 6 <sup>th</sup> floor		
City	Fresno		
Zip Code	93721		
Phone Number	559-600-4109		
Executive Director Name	Steven E. White		
Title	Director		
Executive Director E-mail	stwhite@fresnocountyca.gov		
Financial Manager Name	Lemuel Asprec		
Title	PWP Business Manager		
Financial Manager E-mail	lasprec@fresnocountyca.gov		
Contact Person Name	Erin Haagenson		
Title	Principal Staff Analyst		
Contact Phone Number	559-600-9908		
Contact E-mail	ehaagenson@fresnocountyca.gov		

\*Use additional pages if necessary.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	X	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2021 and 2022?	X	

### PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
<p>Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program.</p> <p>If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:</p>		X	
<p>Is the applicant applying for any other funding programs to complete this project? If yes, list them here: <b>FHWA PROTECT Discretionary Grant</b></p>	X		



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
14	Anna Caballero	27	Esmeralda Soria
		31	Joaquin Arambula

### PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Elizabeth Cabrera, City of San Joaquin	
Brian Pacheco, Fresno County Board of Supervisors	
Robert Phipps, Fresno Council of Governments	
Victor Martinez, City of Mendota	



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Authorized Official (Sub-Applicant)				
Print Full Name				
Title				
Signature		Date		
Authorized Official (Sub-Applicant)				
Print Full Name				
Title				
Signature		Date		

\*Use additional pages if necessary.



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**PART G. APPLICATION NARRATIVE**

**FY 2024-25**

**Project Information**

Organization (legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates):	

**Application Narrative**

**1. Project Description (5 points)**

Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, desired outcomes, parties involved, and alignment with relevant local, regional, and/or State planning efforts. **3-5 sentences maximum; Do not exceed the space provided.**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**2A. Project Justification (10 points)**

- Describe the problem or deficiencies the project is attempting to address, including the climate adaptation need and any other priority needs, as well as how the project will address the identified problems or deficiencies
- Describe the impact of not funding the project
- Describe the public benefits
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**2A. Project Justification (continued)**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **2B. Underserved Communities Justification (5 points)**

The tools in the Grant Application Guide, Appendix A, are intended to help applicants define an underserved community.

- Explain how the project area or portions of the project area benefit underserved communities, including Tribal, local, regional, and rural communities as applicable
- Explain how the proposed project addresses the needs of the communities and how they will benefit from the proposed project, including if the communities informed the scope of the project
- Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool
- **Do not exceed the space provided**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION NARRATIVE

### 2C. Underserved Communities Engagement (5 points)

See Grant Application Guide, Appendix A. for best practices in community engagement

- Describe how the proposed project will engage underserved communities and how the effort was informed by engagement with underserved communities, including Tribal, local, regional, and rural communities as applicable
  - Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including implementation
- **Do not exceed the space provided**

### 3. Grant Specific Objectives (Total 40 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-D below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **3A. Grant Specific Objectives; climate risk and adaptation (15 points)**

- Explain how the project identifies and assesses climate change impact risks to multimodal transportation infrastructure vulnerabilities to climate change impacts in the project area
- Explain how the project will identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities. Projects and plans should describe short-, medium-, and long-term strategies that will address the overall risk for the entire service life of the asset or capital project using the best available science and guidance.
- Articulate how the project will advance the planning of specific climate adaptation projects, such as developing a cost estimate, pursuing a technical feasibility study for adaptation options, or developing a conceptual design (up to 30%)
- When applicable, explain how the project includes economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**3A. Grant Specific Objectives; climate risk and adaptation (continued)**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **3B. Grant Specific Objectives; co-benefits (10 points)**

- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas (GHG) emissions.
  - If reductions in GHG emissions are identified as a co-benefit, explain how the project advances transportation related GHG emission reductions specifically through different project types/strategies (e.g., mode shift, demand management, accessibility, etc.)
- Describe if and how nature-based solutions will be integrated into the proposed project
- Describe how adaptation needs of environmental resources in proximity to the transportation system such as coastal resources like tidal marsh or beaches, wildlife connectivity, wetlands, or fish passage needs are considered in the proposed project (if applicable)
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
**CLIMATE ADAPTATION PLANNING - GRANT APPLICATION**  
**NARRATIVE**

**3C. Grant Specific Objectives; partnerships and stakeholder process (10 points)**

- Explain how the project demonstrates on-going collaboration and partnerships between sectors and jurisdictions, and across levels of government at a regional scale
- Explain if the project also includes collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, federal, state, or local agencies, community-based organizations, and community residents
- Explain how the project includes a multistakeholder process that provides an opportunity for meaningful community engagement from communities potentially impacted by any project identified or developed as part of the planning grant

**Do not exceed the space provided**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION NARRATIVE

### 3D. Grant Specific Objectives; alignment with other plans and State Goals (10 points)

- Explain how the project is consistent with priorities, goals, and actions of the California State Adaptation Strategy, follows State guidance on adaptation planning, and is consistent with any applicable local/regional resilience planning.
- Articulate if the project will identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans, specifically how the project will lead to the identification and development of capital projects that can be programmed as part of local or regional plans
- Explain how the project is in alignment with or augments existing plans, including climate action/adaptation plans, hazard mitigation plans, safety elements of general plans, resilience improvement plans, and/or Coastal Act/Certified Local Coastal Program plans
- Explain how the proposed project addresses public access and Complete Streets needs
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**4. Project Management (Total 30 points)**

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:  
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

**4A. Scope of Work (15 points)**

**4B. Cost and Schedule (15 points)**

# Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

**Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	<b>Ensure these items are completed prior to submitting to Caltrans</b>
	Use the Fiscal Year 2024-25 template provided
	Include the activities discussed in the grant application
	List all tasks using the same title as stated in the Project Cost and Schedule
	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
	Exclude sub-task numbers; only include sub-headings
	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the underserved community involved with the project, if applicable
	Include a thorough and accurate narrative description of each task
	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Caltrans and grantee Project kick-off meeting at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), excluding technical projects
	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
	Include a summary of next steps your agency will take towards implementing the project in the Final Product
	List achievable project deliverables for each Task
	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

# SCOPE OF WORK

Project Information	
Grant Category	Climate Adaptation
Grant Fiscal Year	2024-25
Project Title	Western Fresno County Climate Adaptation Plan
Organization (Legal name)	County of Fresno, Department of Public Works and Planning

## Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

## Introduction

A study of the western unincorporated communities (west of Highways 99 and 41 to the Fresno County line) and overlapping cities will be performed to plan for the resilience of transportation infrastructure due to flooding, drought, subsidence, and other climate-related causes. Deliverables include a report with scoping, cost estimates, and a list of priority projects, with feasibility of recommended actions, identified through a scientific and public process that considers cost, equity, long-term resiliency, and potential environmental impact. When storm events occur, the roads can flood and impact thousands of residents trying to get to school, work, and access to other vital resources. This area of study was chosen due to its high flood risk and high concentration of underserved communities. Atmospheric river conditions in early 2023 caused widespread flooding and storm damage across Fresno County, and road closures cut off residents from critical services. The region rates an average score of 8.0 on the Healthy Places Index, with 85% Hispanic or Latino population, and a per capita income of \$15,000. The region is heavily agricultural with much of its economy relying on the transportation of goods in and out of the area. The livelihoods of many and the strength of the local economy depends on reliable transportation infrastructure. The goal is to plan for infrastructure that is resilient enough to withstand future weather changes and positively impact the surrounding environment.

## Project Stakeholders

The unincorporated communities include Tranquillity, Cantua Creek, and El Porvenir. The neighboring cities include Firebaugh, Mendota, San Joaquin, Coalinga, and Huron. Each community and city which be kept informed and invited to participate in engagement activities. Community-based organizations, such as the Leadership Counsel for Justice and Accountability and Fresno Economic Opportunities Commission, will be utilized to increase outreach to underserved groups. The Fresno Council of Governments will be engaging in a separate Countywide assessment of vulnerable transportation locations, and will be kept informed about locations the County identifies as priorities. The Fresno County Public Works and Planning Department has extensive documentation on past storm events and will help with providing information about previous road closures and damages. Westlands Water District and other water and irrigation districts will be contacted. A consultant will be working on this project to identify locations that need to build climate resiliency, scoping the potential projects for solutions and alternatives, feasibility, cost estimates, and creating a priority list of projects that

can be programmed into the Regional Transportation Plan for future funding consideration. The consultant will also be involved with public engagement activities.

## Overall Project Objectives

### Sustainability

The project will identify transportation infrastructure that requires resilient construction that provide sustainable, reliable mobility for people, goods, and services.

### Preservation

Nature-based infrastructure will be explored as options to preserve or enhance the existing environment and transportation system and reduce GHG emissions.

### Accessibility

Improve the accessibility of transportation routes for underserved and rural communities trying to reach critical services.

### Safety

Decrease the risk of serious injury or fatalities while using the transportation system, especially during and after serious weather events.

### Innovation

Explore innovative designs through the use of nature-based solutions to reduce flood risk, and innovative technologies to build resilience against subsidence.

### Economy

Support the local, regional, and national agricultural economy by keeping access open to essential routes.

### Health

Keep access to health services available through reliable transportation routes and support infrastructure that reduces GHG emissions.

### Social Equity

Serves a population of largely underserved communities affected by poverty, air pollution, and limited amenities, and includes them in active participation in the planning process.

## Summary of Project Tasks

### Task 01: Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.

Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

Task Deliverables
<ul style="list-style-type: none"><li>• Kick-off meeting with Caltrans - Meeting Notes</li><li>• Quarterly invoices and progress reports</li></ul>

## Task 02: Consultant Procurement

Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

### Task Deliverables

- Provide current procurement procedures
- Provide copy of the Request for Proposal/Qualifications
- Provide copy of the contract between consultant and grantee and copies of all amendments to the consultant contract
- Meeting notes from project kick-off with consultant

## Task 1: Existing Conditions

The consultant will inventory existing roads and past flood and subsidence-impacted areas.

### Task Deliverables

- Gather data on existing roads in western Fresno County and previous closures due to weather events
- Review existing plans
- Provide a report of existing conditions summary

## Task 2: Analysis

The consultant will analyze climate change data and make recommendations on potential resiliency improvements, cost estimates, and develop an initial priority list.

### Task Deliverables

- Analyze climate change data and impact on existing conditions
- Make recommendations for improving transportation infrastructure resiliency
- Create initial cost estimates for improvements
- Develop initial priority list based on need and feasibility

## Task 3: Public Outreach

The consultant will be tasked with organizing a minimum of five public outreach events.

### Task Deliverables

- Develop strategy for public outreach, through use of social media, traditional media, and community-based organizations
- Produce surveys, flyers, and advertisements
- Provide outreach and meetings in multiple languages as needed
- Hold minimum of 5 meetings (combination of in-person and virtual) and present draft plan, priority list, and conceptual drawings to the public
- Provide sign-in sheets/proof of attendance
- Provide summary report of public outreach events and feedback received

#### **Task 4: Advisory Committee Meetings**

The consultant will be tasked with attending and presenting to advisory groups as needed or requested.

<b>Task Deliverables</b>
<ul style="list-style-type: none"><li>• Present Draft and, later, Final Plan at up to 4 advisory group meetings</li><li>• Preparation of Visual Media Presentation of Draft and Final Plans through slideshow or video</li><li>• Assisting with preparation of advance agenda material</li><li>• Give presentation and answer questions from the group, and incorporate recommendations when possible</li></ul>

#### **Task 5: Draft and Final Plan**

The consultant will prepare a Draft plan based on their analysis and feedback from County staff and Cities. The consultant will prepare a Final plan based on feedback received from public outreach, the Board of Supervisors, County staff, and Cities.

<b>Task Deliverables</b>
<ul style="list-style-type: none"><li>• Draft Plan for County and Cities Review – list of comments</li><li>• Draft Plan for Public Review – list of comments</li><li>• Draft Plan for Board of Supervisors Review – list of comments</li><li>• Final Plan that includes a summary of next steps towards implementation, a starting list of projects and their ranked prioritization based on most efficient use of funds, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy</li></ul>

#### **Task 6: Board Review/Approval**

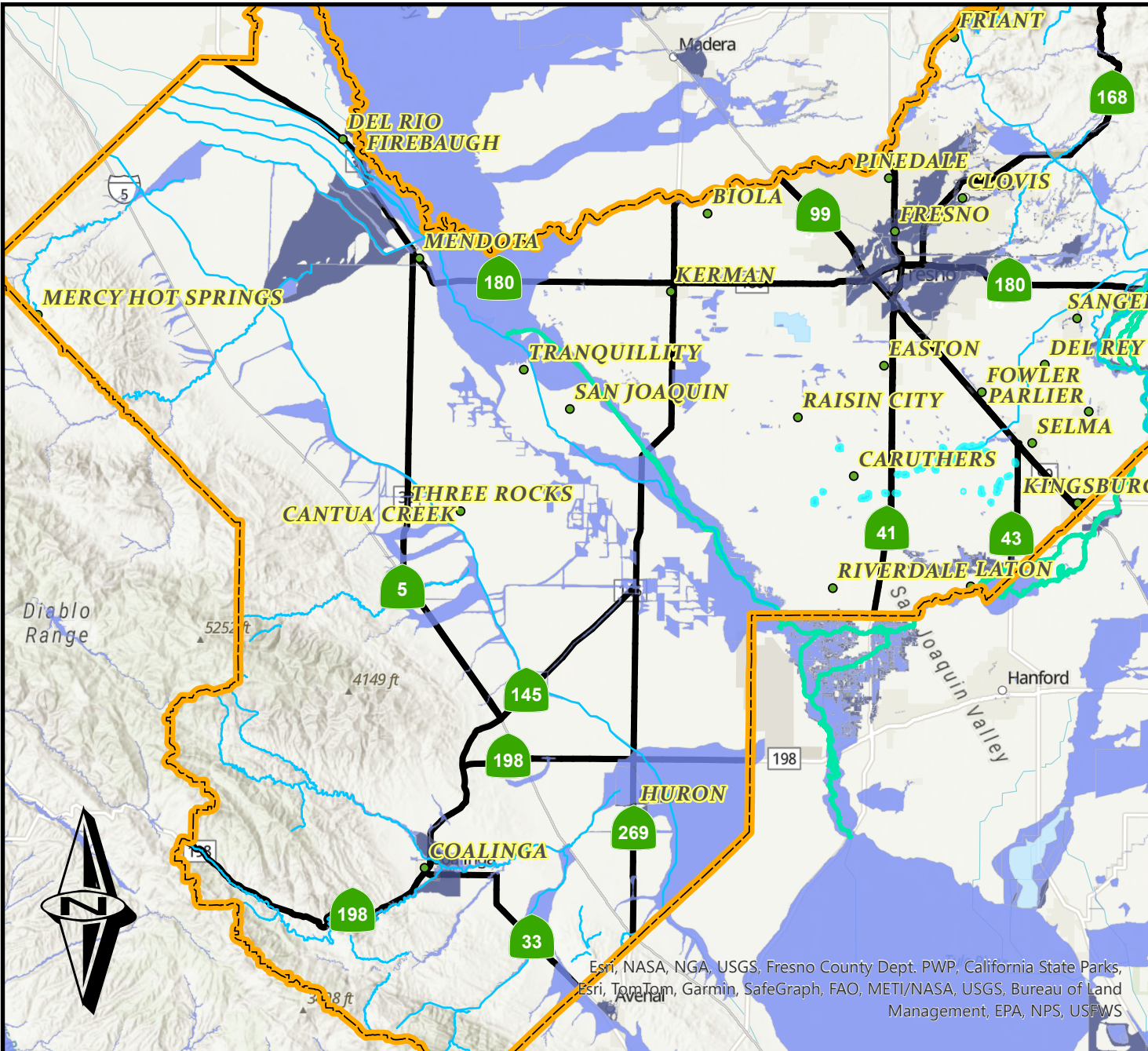
The consultant will be tasked with attending and presenting the Draft Plan and Final Plan to the Board of Supervisors, and potentially other oversight groups.

<b>Task Deliverables</b>
<ul style="list-style-type: none"><li>• Present Draft and later, Final Plan at the Board of Supervisors meetings</li><li>• Preparation of Visual Media Presentation of Draft and Final Plans through slideshow or video</li><li>• Assisting with preparation of advance agenda material</li><li>• Give presentation and answer questions from the Board, and defend recommendations</li><li>• Give presentations at up to 2 additional meetings if needed</li></ul>

California Department of Transportation  
**Sustainable Transportation Planning Grant Program**  
**COST AND SCHEDULE**

<b>Grant Category</b>	Climate Adaptation
<b>Grant Fiscal Year</b>	FY 2024-25
<b>Project Title</b>	Western Fresno County Climate Adaptation Plan
<b>Organization</b> (Legal name)	County of Fresno, Public Works and Planning
<b>Disclaimers</b>	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: <a href="#">Local Match Calculator</a> (posted on-line)
<b>Reimbursements/ Invoicing</b>	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2024/25					FY 2025/26					FY 2026/27									
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
01	Project Administration (no more than 5% of total grant funds)	\$70,000	\$9,069	\$0	\$79,069																				
02	Consultant Procurement	\$50,000	\$6,478	\$0	\$56,478																				
03	Existing Conditions	\$150,000	\$19,434	\$0	\$169,434																				
04	Analysis	\$900,000	\$116,605	\$0	\$1,016,605																				
05	Public Outreach	\$50,000	\$6,478	\$0	\$56,478																				
06	Advisory Committee Meetings	\$20,000	\$2,591	\$0	\$22,591																				
07	Draft and Final Plan	\$250,000	\$32,390	\$0	\$282,390																				
08	Board Review/Approval	\$10,000	\$1,296	\$0	\$11,296																				
<b>Totals</b>		<b>\$1,500,000</b>	<b>\$194,341</b>	<b>\$0</b>	<b>\$1,694,341</b>																				



### Legend

- County Line
  - Waterway
  - Kings River
- ### FEMA Flood Zones
- 0.2% Annual Chance Flood Hazard
  - 1% Annual Chance Flood Hazard
  - Future Conditions 1% Annual Chance Flood Hazard
  - Regulatory Floodway
  - Area with Reduced Risk Due to Levee
  - Special Floodway

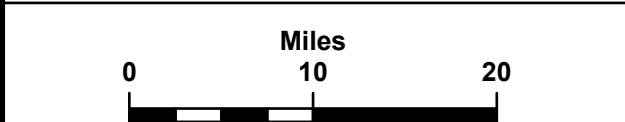
### State Highway

- Freeways
- Highways

Esri, NASA, NGA, USGS, Fresno County Dept. PWP, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

Prepared By: Diana Nuttman, Staff Analyst  
 Date: 01/16/2024  
 Agency: County of Fresno  
 Department: Public Works & Planning  
 Division: Design

SCALE IN MILES

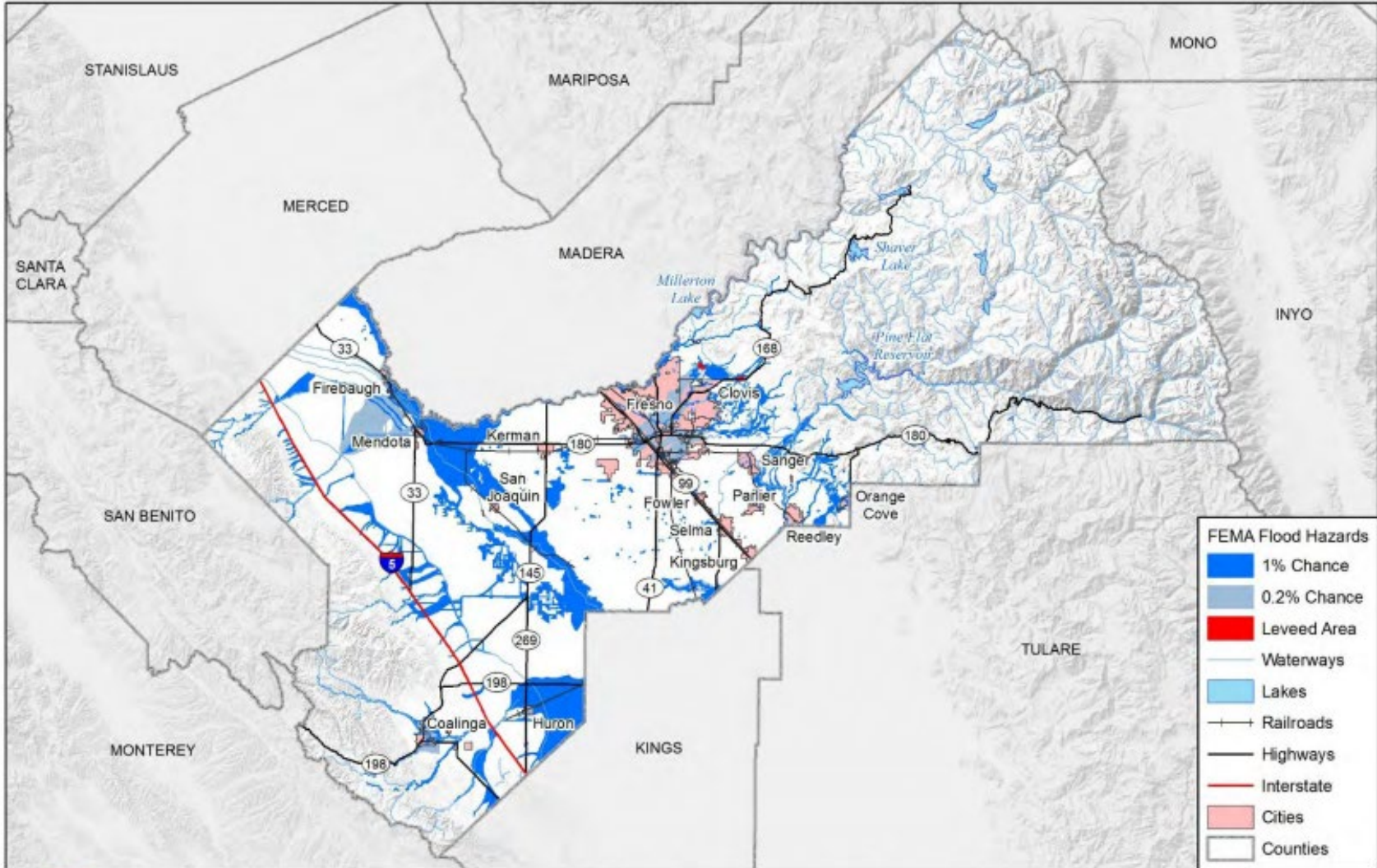


DEPARTMENT OF PUBLIC WORKS & PLANNING

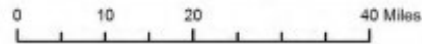
**WESTERN FRESNO COUNTY  
 FEMA FLOOD ZONES**

2220 TULARE STREET, 6TH FLOOR, FRESNO, CA 93721  
 Phone: (559) 600-4109 | Fax: (559) 600-4544

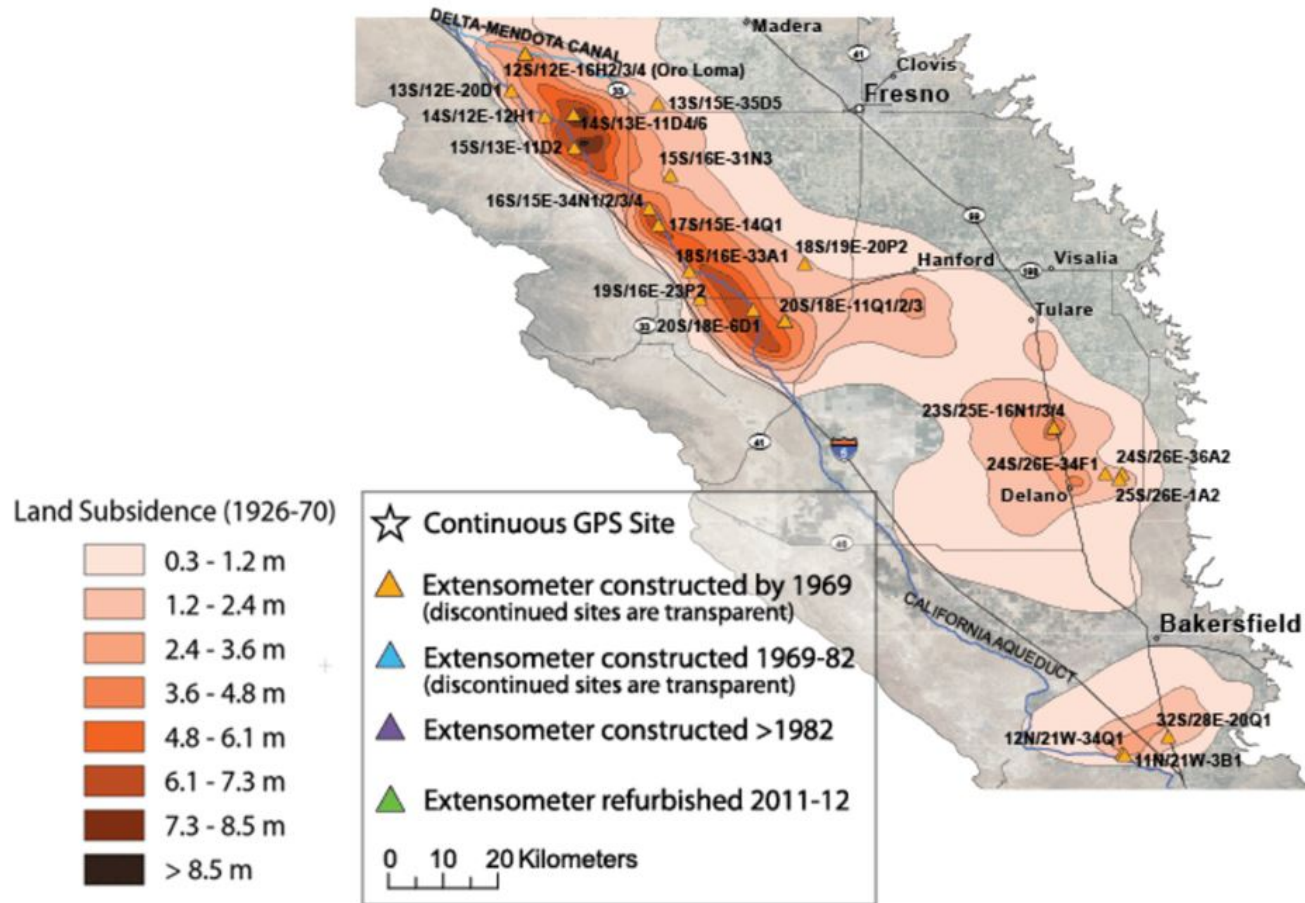
FRESNO COUNTY FLOOD HAZARDS  
 FROM FRESNO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN 2018



Map compiled 9/2017;  
 intended for planning purposes only.  
 Data source: Fresno County,  
 FEMA NFHL (effective 1/20/2016)



LANDSLIDE HAZARDS AND AREAS OF SUBSIDENCE IN FRESNO COUNTY  
FROM U.S. GEOLOGICAL SURVEY



Sources/Usage: Public Domain.

In the 1960s and 1970s, the USGS managed 31 extensometers operating at 21 sites and extensive spirit-leveling networks. (Public domain.)

ATTACHMENT D  
**PHOTOS OF FLOOD AREAS AT  
BELMONT AVE AND MANNING AVE, FRESNO COUNTY**



Overhead view of flooding on Belmont Avenue west of city of Mendota, CA



Belmont Avenue, facing west of the city of Mendota

ATTACHMENT D  
**PHOTOS OF FLOOD AREAS AT  
BELMONT AVE AND MANNING AVE, FRESNO COUNTY**



Flooding on Manning Avenue and Douglas Avenue, west of the city of San Joaquin, CA

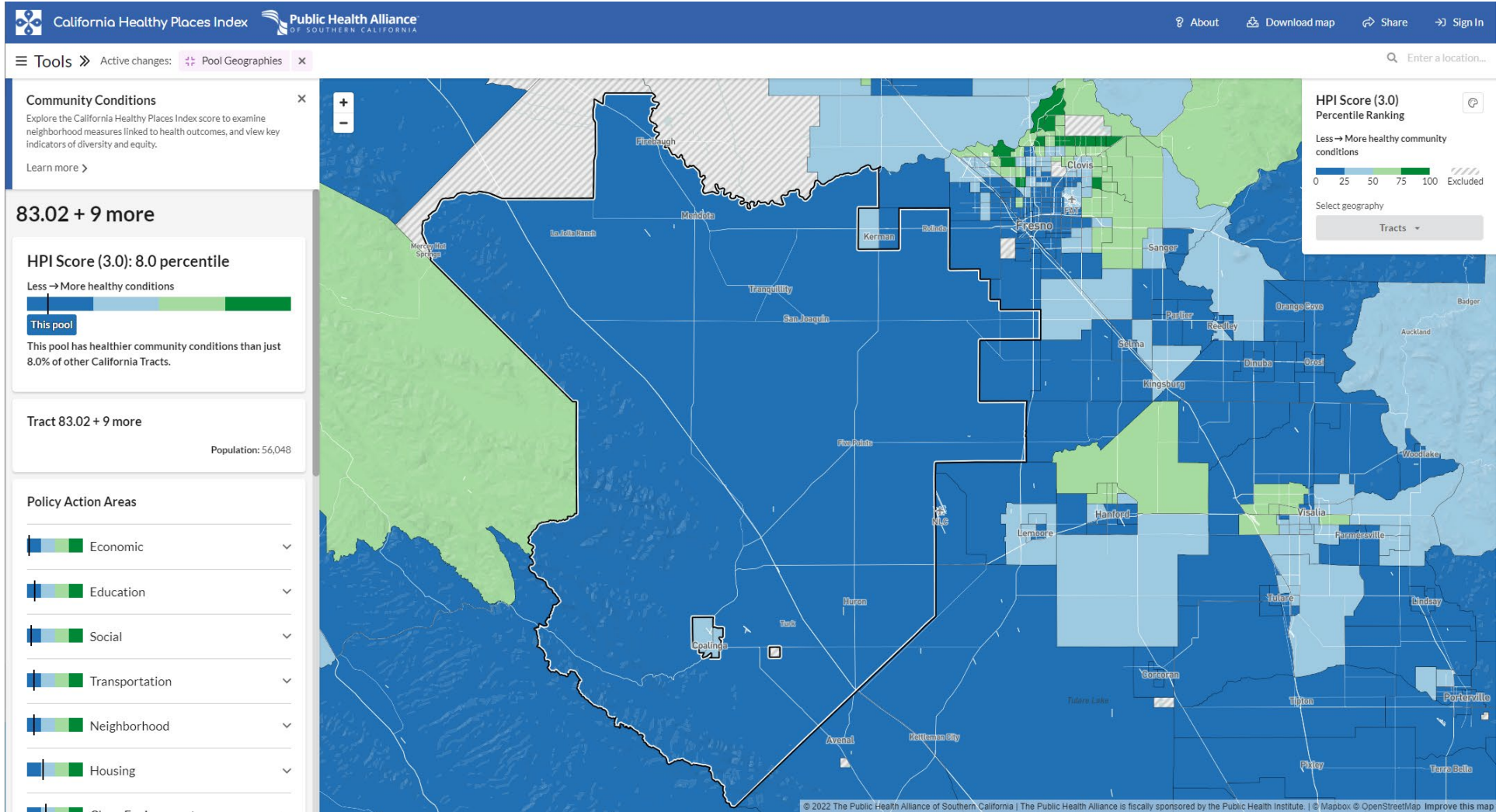


Facing north at Douglas Avenue from Manning Avenue

## Healthy Place Index (3.0)

Western Fresno County Census Tracts Combined Score: 8.0 Percentile




Includes tracts: 84.01, 83.02, 83.01, 82, 39, 79.02, 78.01, 78.02, 76, 77




<https://map.healthyplacesindex.org>  
Accessed on January 9, 2024


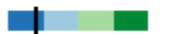

 Economic ^


*This pool has healthier economic conditions than 3.4% of other California Tracts.*

Indicator	Value	Percentile Ranking
Above Poverty	34.6%	4.6  <span>➤</span>
Employed	59.1%	5.7  <span>➤</span>
Per Capita Income	\$15,500	7.6  <span>➤</span>



 Neighborhood ^

*This pool has healthier neighborhood conditions than 12.2% of other California Tracts.*

Indicator	Value	Percentile Ranking
Park Access	49.6%	20.0  <span>➤</span>
Retail Density	0.690 jobs per acre	20.1  <span>➤</span>
Tree Canopy	2.02%	4.9  <span>➤</span>





 Transportation ^

*This pool has healthier transportation conditions than 12.3% of other California Tracts.*

Indicator	Value	Percentile Ranking
Active Commuting	4.53%	44.8  <span>➤</span>
Automobile Access	90.8%	24.4  <span>➤</span>

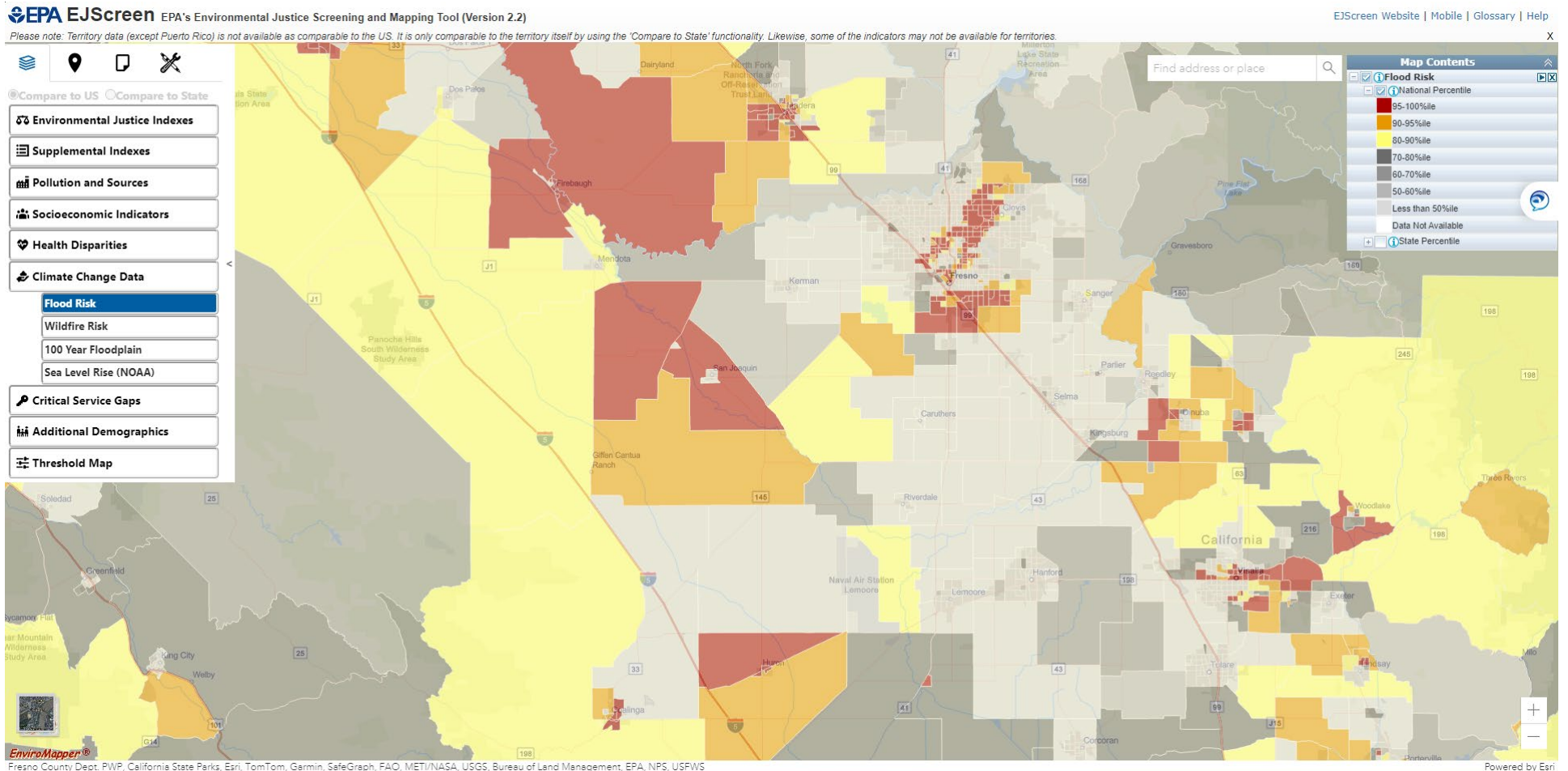
 Clean Environment ^

*This pool has healthier clean environment conditions than 34.0% of other California Tracts.*

Indicator	Value	Percentile Ranking
Diesel PM	0.0425 kg/day	85.4  <span>➤</span>
Drinking Water Contaminants	695	22.6  <span>➤</span>
Ozone	0.0545 ppm	29.3  <span>➤</span>
PM 2.5	10.5 µg/m³	48.0  <span>➤</span>

## EPA EJScreen for Western Fresno County, showing Flood Risk

Red portions are in the 95-100% percentile, Orange portions are 90-95%, and Yellow is 80-90%  
Notice that areas around Firebaugh and San Joaquin, major focus areas of the grant, are heavily red

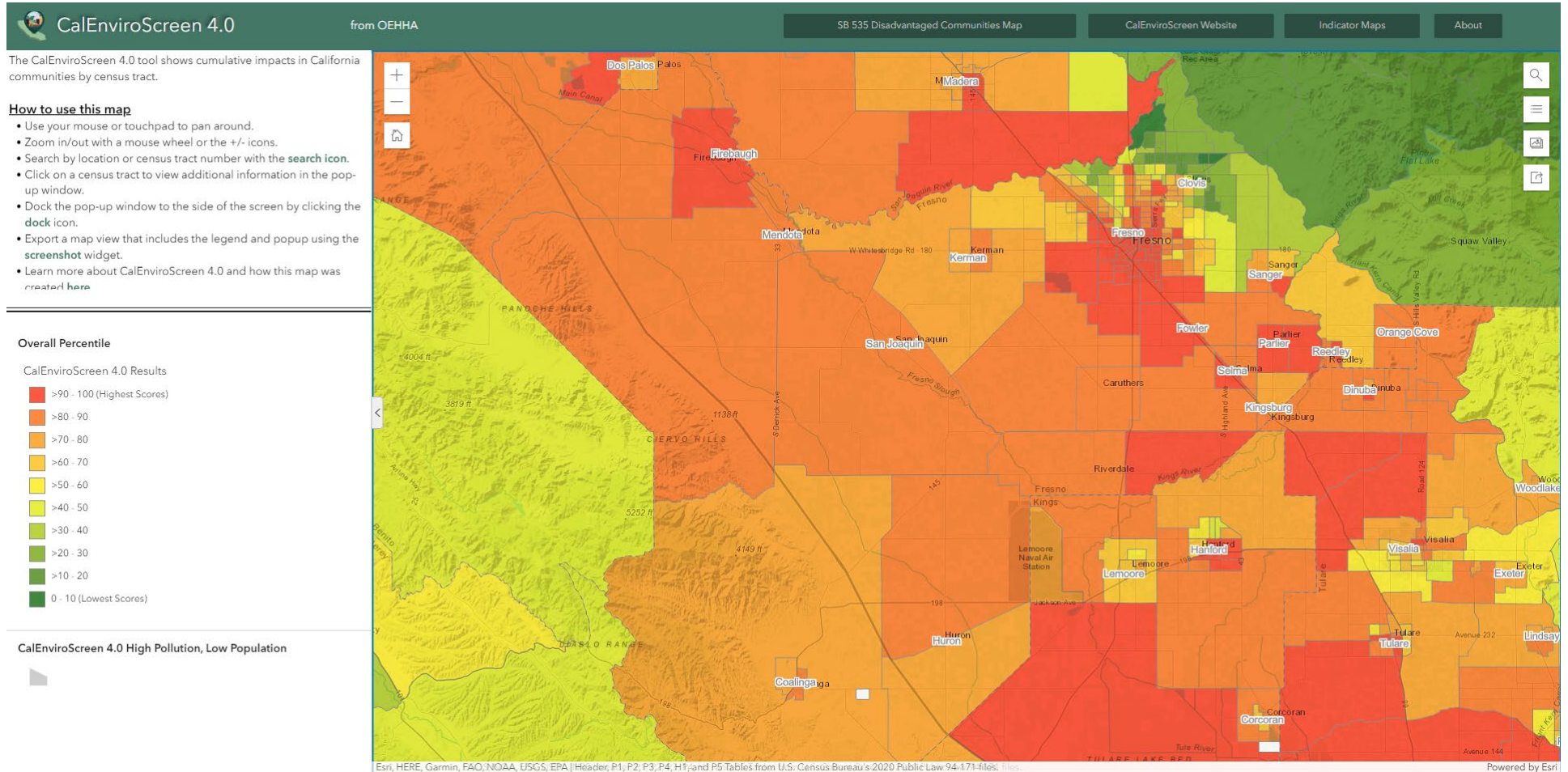


<https://ejscreen.epa.gov/mapper/>

Accessed on January 11, 2024

ATTACHMENT G  
CalEnviroScreen 4.0

All relevant census tracts in western Fresno County are at 75% and above



[https://experience.arcgis.com/experience/11d2f52282a54cebcac7428e6184203/page/CalEnviroScreen-4\\_0/](https://experience.arcgis.com/experience/11d2f52282a54cebcac7428e6184203/page/CalEnviroScreen-4_0/)

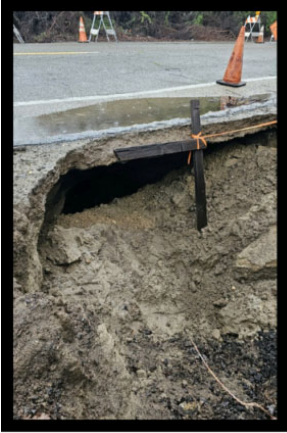
Accessed on January 16, 2024

WATER

# Fresno County Agencies Seek \$40M to Fix Flood Damage, Prep for El Niño



Published 3 months ago on October 5, 2023  
By SJV Water



## FRESNO COUNTY



## FLOOD DAMAGE

Left, Annadale Road West of Newmark suffers erosion in February 2023; middle, flooded Laton-Kingston Park in April 2023; right, erosion under Alder Springs Road in early 2023. (Fresno County Department of Public Works and Planning)



Listen to this article now

10 10 1.0x

00:00

07:01

### Share with friends

Agencies in Fresno County, from small cities to irrigation districts, are hoping money from the Federal Emergency Management Agency arrives in time to help them fix damage from last winter's battering storms as they scramble to get ready for another looming wet winter.

Fresno County was slammed hard by storms in January and March. While some repairs are almost finished, local governments and other agencies are still waiting to hear the outcome of applications they sent FEMA for tens of millions of dollars in reimbursements.

The total, so far, across Fresno County agencies is nearly \$40 million. There is no word on when FEMA may start cutting checks.

Meanwhile, agencies throughout the valley are still assessing damages and sending updated numbers to FEMA.

### Still Recovering



Jesse Vad

SJV Water

00:00

00:00

### LATEST TRENDING VIDEO



U.S. / 1 hour ago

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WORLD / 2 hours ago

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**Newsom Wants to Hold Back \$1 Million From Fresno for Downgrade in Improvements**



“We’re still in recovery,” said Michelle Avalos, public information officer for the Fresno County Department of Public Works and Planning. “We do have some of the damages identified, but we only know up to a certain extent.”

The storms washed away entire embankments, flooded parks, and damaged bridges, she said.

Of Fresno’s total FEMA requests, the county has the single largest chunk with submitted applications totalling almost \$23 million. But staffers are still assessing damages so that number could go up.

The damages were much worse for the second storm in March, said Avalos. The number of recovery projects doubled compared to the first storm in January.

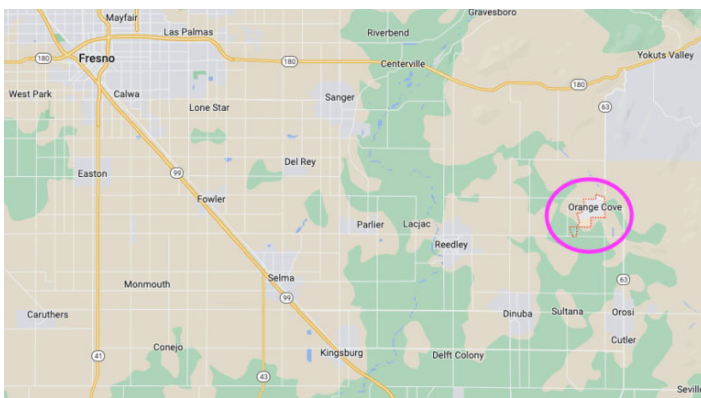
Much of the recovery has consisted of debris removal from downed trees, mudslides, and washouts, said Avalos. In the mountains, the county had to helicopter in medication where roads had washed out and stranded some residents.

“Storm one and storm two happened so closely together that we didn’t even get a chance to try to recover,” said Avalos.

### Buying Water in a Flood

Orange Cove, on the southeastern edge of Fresno County, suffered direct hits to its drinking water system during the storms. And without significant funding, it will likely happen again.

The gush of water from rains and flood releases from Millerton Lake, inundated Orange Cove’s drinking water treatment plant, said Joe Estrada, assistant public works director for Orange Cove.



Sediment in the water clogged the city’s treatment filters. In an ironic turn of events, the city had to buy water from the Bureau of Reclamation to flush the filters and get them working properly.

“We used more than our average monthly allocation of water by at least anywhere from five to 10 acre-feet,” said Estrada. “And that’s a lot of water.”

Normally, the filters are flushed every 30 hours with about 80,000 gallons of treated water, Estrada said. After the storms, the city had to flush them every five hours.



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Those filters are designed to last 10-12 years but the excessive use forced them to be replaced immediately at a cost of \$500,000, according to Estrada.

That's come out of the city's own funds so far and almost all the work on repairing the system is complete. Estrada is hoping FEMA will reimburse the city so it can get back to its pre-disaster finances.

"We're a low-income community. So we don't have the finances and the money sitting in our reserves just to come up and replace things as needed," said Estrada. "So when this impact hit us, it hit us really hard."

## It Could Happen Again in Mendota

And unless significant changes are made to the system, all of this could happen again, said Estrada.

Staff has also submitted an application to FEMA for about \$1.8 million to build a flow system to protect the treatment facilities in another storm. Estrada said the project would remove sediment and debris prior to reaching the drinking water system.

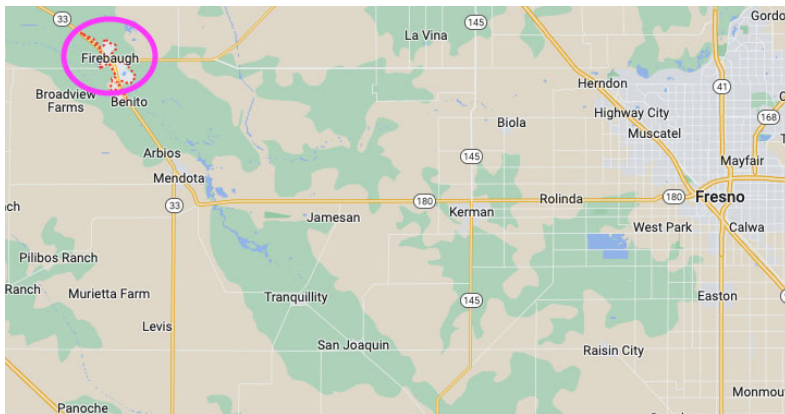
But it's a large project and would take at least a year to start construction. If FEMA doesn't fund it, the city won't be able to afford to build it, said Estrada.

"We're a little worried right now," said Estrada. "There's a lot of talk and prediction stating that this winter coming up is going to be another wet one."

## Getting the Runaround

The Firebaugh Canal Water District, based in Mendota, hopes to fix one of its canals where floodwater rushed in and separated the cement-lined canal from the banks, cracking the canal, said Madison Medeiros, administrative assistant at the district.

The district applied for about \$1 million to cover repairs. The canal can't be repaired until the fall when water deliveries to farmers ramp down, said Medeiros.



But the application process with FEMA, apparently, has been caught in a paperwork snafu.

In August, Medeiros was notified via email that the district wasn't eligible for any funding because the damage was done during the first storm and the application was listed under the second storm.

This comes after a FEMA inspection and multiple communications with FEMA and state staff, said Medeiros.

"Then all of a sudden, 'Oh, actually you don't qualify for this event,'" said Medeiros. "It was an error on their end. They took it upon themselves to change the disaster number, I did not."

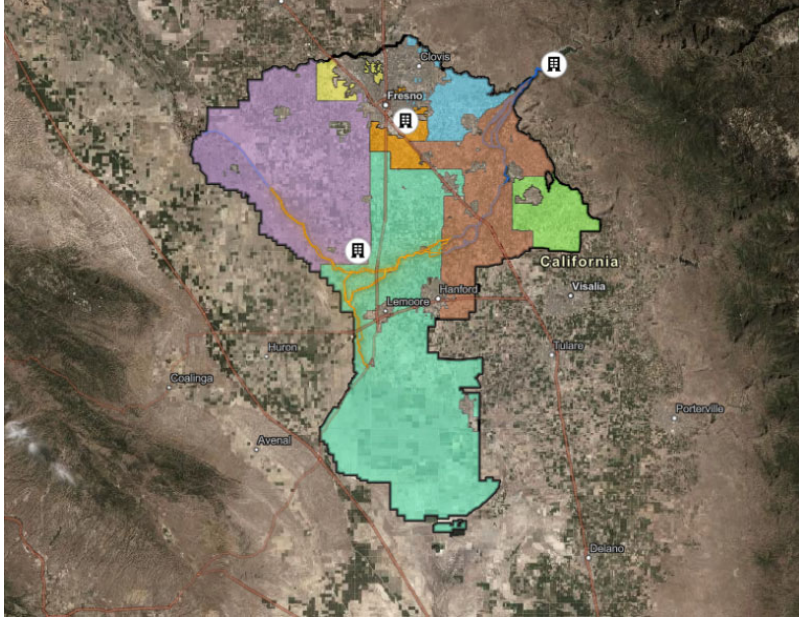
Medeiros said there was confusion and a lack of communication on the FEMA side of the process.



“People make mistakes. Maybe they see that there was an error made and they’ll make it right, said Medeiros. “But it’s been over a month of just run around, run around.”

## Channels Still Packed With Gunk

After the storms, the Kings River Conservation District hired 24-hour patrols to monitor levees and swollen waterways within its boundaries, which cover a vast area east and west of the City of Fresno and all the way to the southern end of the old Tulare Lake bed in Kings County.



*Kings River Conservation District Boundaries. Gold lines show levees under the district's authority.*

Similar to Orange Cove, the district also applied for a mitigation project to hopefully prevent similar damages in future storms. Staff applied for \$3 million for seepage interceptors, which are tile-lined drains that would collect seepage on the land side of levees and pump it back into the river, said Charlotte Gallock, director of water resources and chief engineer at the district.

“FEMA still needs to work through a lot of the details of that,” said Gallock. “So we’re not entirely sure how or if we will pursue that project.”

Meanwhile, staff is watching reports of a predicted El Niño winter and what that could mean for the district.

Channels are still packed with sediment that hasn’t been removed because of how much water is still running, said Gallock.

“That’s our biggest concern, to get the sediment out of the channel,” said Gallock. “And hopefully we will have enough time in the next couple of months to have some significant projects in the system to get that done.”

### About SJV Water

[SJV Water](#) is an independent, nonprofit news site dedicated to covering water in the San Joaquin Valley. Get inside access to SJV Water by becoming a [member](#).





**ground-subsidence area likely was the cause of - Fresno Bee, The (CA) - April 2, 2017 - page 1A**

April 2, 2017 | Fresno Bee, The (CA) | Marc Benjamin; The Fresno Bee | Page 1A

It's a race against time this spring as water roars out of Central California's dams and rumbles its way to the lowest-lying areas of the western San Joaquin Valley, communities where land is collapsing and water channels are growing more unstable.

State engineers are generating new maps to understand where water is stagnating in spots it once flowed freely, and to learn which communities are in the most danger of flooding. Old solutions no longer apply, water officials say, because topography is altered by what is occurring underground.

With a hefty Sierra snowpack heading toward the months when it will melt, both Pine Flat and Millerton lakes are expected to empty and refill several times this year. Managing water flow to avoid floods is critical. High water is expected into the early summer, officials say.

Land along many local waterways has been altered by subsidence, which occurs when massive groundwater pumping causes unstable land to collapse. Those elevations in some areas have shown deterioration after the five-year drought. A recent report shows one of the largest dips is in the Tranquillity area.

"We compared information from (Tranquillity) a couple weeks ago with (high-tech detection) information taken in 2008 and we see around a 3- to 4-foot change in elevations in some places," said Eric Tsai, a senior engineer with the state Department of Water Resources.

Put another way: A person standing on a spot of ground near Tranquillity would now be 4 feet lower because of the sinking land.

When land sinks, it alters the historical way water has flowed through a channel and increases the number of locations where water could overflow or compromise a levee, Tsai said.

"There is usually a gradient, but when subsidence happens (the channel) becomes more flat and it causes sedimentation," Tsai said.

More sediment causes drag, and the leveling or pooling effect also slows water flow, he said.

When large amounts of water course down a river and hit such pools, the only place for the water to go is sideways. That causes flooding.

The most recent study by NASA's Jet Propulsion Laboratory noted that Tranquillity's subsidence intensified in a 16-month period ending last September, and that the elevation dropped 20 inches in some spots.

The Tranquillity area dropped between 2 and 5 inches in a previous study released in 2015 and covering about a year. The report didn't list Tranquillity as a trouble spot. Corcoran and an area south of El Nido in Merced County were considered the most serious trouble spots.

But the most recent study shows Tranquillity exceeded only by Corcoran, where land dropped 22 inches. El Nido and a 25-mile swath of the the Eastside Bypass, which stretches south into western Madera County, showed a 16-inch dropoff. Land also is sinking along the California Aqueduct near Avenal and Cantua Creek, reducing the aqueduct's water flow capacity, state officials say.

The fast-dropping Tranquillity has become a focus for Fresno County officials who filed an emergency declaration with the state. Tranquillity Irrigation District employees are working around-the-clock to keep about 80 homes north and west of the town from flooding.

The Fresno Slough, which runs to the north of Tranquillity, draws water during wet years from the Kings River. The channel wasn't even carrying two-thirds its normal peak capacity in February when high water threatened to flood the area.

## ATTACHMENT H

"We had some data when it started showing up in 2014, but now it's gotten worse," said Tom Farr, a geologist with the Jet Propulsion Laboratory in Pasadena and lead author of the NASA subsidence report. "The Tranquillity area kind of popped up and developed so quickly, now it's equal to the maximum subsidence in Corcoran and El Nido."

In Tranquillity, where alkali soil turns into a quicksand-like mush when wet, the danger for leaks is even greater.

Groundwater pumping and underground geology, especially areas with clay, silts and "fine grain materials," are making subsidence worse, Farr said.

### Bridge over troubled waters

The unstable soil has meant big problems for the tiny Tranquillity Irrigation District, which historically is irrigation-oriented with little expertise in levee maintenance, said Danny Wade, the district's general manager. "But not anymore," he added.

The Fresno Slough channel, which had a capacity of 4,500 to 4,750 cubic feet per second in 2011, the last significant wet year, was endangering a levee at 3,100 cubic feet per second in February and March. A cubic foot per second is equivalent to 7.5 gallons of water.

After more than a month of work by district staff, the channel is now carrying 4,400 cubic feet per second, and crews will attempt to add more capacity, said Wade.

Steven Haugen, the Kings River watermaster, says the million-acre-foot Pine Flat Lake will fill and empty up to four times this year, so shoring up waterways downstream is a must. The Kings River snakes its way from Pine Flat Lake toward northwestern Fresno County, and it takes about five days for water from Pine Flat to reach Tranquillity.

So far, district workers plugged troublesome leaks caused by holes in the dirt, including holes several feet underground left by rodents when the land was parched.

"This happens every five to seven years," he said. "This year we've plugged 20 holes - seven in one night."

The district is paying overtime to employees and has rented excavators, backhoes, carry-alls and dozers, ringing up a bill exceeding \$75,000 for half of February and March. Employees look for leaks, which always seem to show up in the wee hours of the morning, he said.

To plug the holes, tons of dark, more absorbent dirt from a nearby grower - whose crop loss must be compensated - have been used to replace the gray alkali dirt.

"The key is 24-hour surveillance and the overtime for our guys patching up breaks," Wade said.

The district will send the bills to the county, which issued an emergency flooding declaration for the area. Those bills will be forwarded to the state, and Wade hopes the district will be fully reimbursed.

Wade says he is more confident today that a significant break is far less likely than he was in February.

An earthen bridge large enough to drive a truck over was built across the most serious trouble spot. Water flow control gates were also installed to move water from one side of the bridge to the other. On the east side, Wade points to where the water is about 8 feet deeper than the west side.

"Once we got the dam across there, we went from a 95 percent to 98 percent chance of washout down to 10 percent," he said. "The bridge saved the day."

Because of the district's repairs, the flow has increased from 3,100 cubic feet per second two months ago to 3,500 cubic feet per second in mid-March and to 4,400 cubic feet per second by last Wednesday.

The goal is to raise up as many nearby canal banks with the proper soil, fix Calaveras Avenue to Jefferson Avenue to make it passable in flooding and ask that more water get diverted south toward Kings County instead of north as the Kings flows into western Fresno County and Madera County.

Another proposed solution is to allow water to move from the channel to the nearby Mendota wildlife management area, but Wade said that would only be a temporary solution.

He said water is coming down the channel at such velocity that if it went into the wildlife area, it would fill within a few days.

"It's a stand-by emergency to temporarily take pressure off to allow us to work," Wade said of diverting water to the refuge.

If flooding occurs, Wade suspects it would move toward Mendota, where city and county officials are concerned about flooding at the city's sewage treatment plant. But Mendota officials appear more optimistic than a few weeks ago.

"The (water) levels have been slowly increasing," said Cristian Gonzalez, the city's director of planning and public works. "The city has been able to secure some low spots on the east and south side of the plant, where we were the most vulnerable."

On the San Joaquin

About 20 miles north of Tranquillity in Madera County, subsidence is a long-term problem in pockets along the Eastside Bypass, which transports water north to the San Joaquin River from its tributaries.

Along the Eastside Bypass in western Madera County, near Red Top, water is observed moving faster than historic norms, but slowing as it travels about 10 miles north into the Merced County town of El Nido, another center of subsidence, said Reggie Hill, general manager of the Lower San Joaquin Levee District.

Rain and Sierra snowmelt flows into Millerton Lake, then down the San Joaquin River to an area east of Mendota where it hits the Chowchilla Bypass, flows north, makes a western turn and becomes the Eastside Bypass.

This year, the canals are dealing with more water on a consistent basis. Flows along the channels aren't reaching historic maximum levels because of subsidence, said Chris White, general manager of the Central California Irrigation District.

Subsidence has decreased capacity along the Eastside Bypass by 30 percent from its peak a decade ago, said White, whose district stretches from northwestern Fresno County into Stanislaus County.

Possibly the hardest-hit area, near the Madera County community of Red Top, is where the Eastside Bypass meets Ash Slough.

"The (water flow) numbers we had in 2006 would have flooded this whole area," White said.

Land sank by about 15 inches per year from 2008 to 2012.

On the San Joaquin River, west of Red Top, land has fallen about 6 inches per year. The river, he said, is supposed to have 3 feet of space to the top of the channel, but water is cresting near the top, indicating subsidence.

About 4 million acre-feet of water is expected to run into and out of Millerton Lake, an equivalent of eight Millertons, said Michael Jackson, South Central California Area office manager for the federal Bureau of Reclamation in Fresno.

"That's a number that is reachable," he said.

If temperatures warm slowly without sudden heat and the amount of rain slows in the spring, the lake will fill

up more slowly. The concern for flooding will escalate with additional rain, warmer storms at high elevations and sudden heat waves that speed melting snow.

For now, the lake is about 40 percent of its 520,000 acre-feet capacity after dumping 9,000 cubic feet per second for about three weeks from late February to mid-March, which is well over the normal maximum release of 8,000. At that time, the lake was more than 87 percent full.

And, though this year is unusual, dealing with snowmelt potentially into July is not unusual for a heavy rain year. He recalled a year when releases went into October.

"If we make it into July with no damage, then everything is probably manageable," Jackson said, "but right now, we don't know."

This year may be a turning point for subsidence since property owners are spending millions digging "sinking basins" to use floodwater for recharge. The idea is to have water available at shallower depths to reduce deep groundwater pumping and subsidence in the dry years that are certain to return, White said.

"If you don't pump the deep aquifer, you don't get subsidence," White said.

#### California Aqueduct sinking

The California Aqueduct is sinking most significantly in an area north of Avenal Cutoff in Fresno County, affecting flows headed toward Southern California.

Another site along the aqueduct, near Cantua Creek in Fresno County, also is a longtime problem. It dropped 8 inches between 2013 and 2016.

NASA's Farr said land near the "Avenal hot spot" along the California Aqueduct has dropped 25 inches between 2013 and 2016.

"It just keeps going," Farr said. "Avenal has developed the whole time, impinging on the aqueduct. I think it will cost a lot ... a high-ticket item."

Historical repair costs from subsidence are difficult to evaluate because for many years it was deemed a maintenance issue, said Jeanine Jones, interstate resources manager for the state Department of Water Resources.

The cost to fix the Avenal Cutoff portion of the aqueduct could exceed \$10 million, she said. To repair the aqueduct from subsidence damage and return it to its original flow capacity of 50 years ago is likely to take hundreds of millions, she said.

David Rennie, a principal engineer with the state Department of Water Resources, said the aqueduct carries 20 percent - about 1,650 cubic feet per second - less through Cantua Creek to the Kettleman City area, including Avenal, than when it opened.

The shortfall hasn't affected scheduled water deliveries yet, and it's not clear when it will, he said.

"Each area is a little bit different, but we've looked at how flows have changed over that entire stretch and that number is on par with what we've observed," he said.

Westlands Water District, which has contractors pumping groundwater in the area, is evaluating NASA's subsidence information, said Gayle Holman, the district's spokeswoman.

"It's a good opportunity for us to use the Sustainable Groundwater Management Act and the preparation we have for our sustainability plan to look at the relationship between groundwater pumping and subsidence."

NASA's study examines topography from satellite images, she said, but "there's a lot going on underneath the soil. We are not seeing the direct impacts that maybe this report is portraying."

About one-third of the district is fallowed, roughly 200,000 acres, a record amount, Holman said.

For the coming growing season, she anticipates a sharp drop in groundwater pumping. The district also is recharging where possible. Last year, about 550,000 acre-feet of groundwater was pumped districtwide. Farmers are on water meters, she said, and with a 65 percent water allocation for 2017, Holman anticipates groundwater use to drop to about 200,000 acre-feet.

"This (year), hopefully, will prove to be a turning point for the last five years," she said, "but we still have a lot of work to do."

**Marc Benjamin:** 559-441-6166, @beebenjamin

**CITATION (APA STYLE)**

Benjamin, M. (2017, April 2). New ground-subsidence area likely was the cause of Tranquillity levee's problems. *Fresno Bee, The (CA)*, p. 1A. Available from NewsBank: Access World News: <https://infoweb-newsbank-com.fr.ezproxy.sjvls.org/apps/news/document-view?p=AWNB&docref=news/163917DFBAC45790>.

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# County of Fresno

BOARD OF SUPERVISORS  
SUPERVISOR BRIAN PACHECO – DISTRICT ONE

January 16, 2024

Steven E. White  
Director, Fresno County Public Works and Planning  
2220 Tulare Street, 8<sup>th</sup> Floor  
Fresno, CA 93721

Subject: Support for Fresno County's Climate Adaptation Planning Grant Application

Dear Mr. White,

As the County Supervisor representing western Fresno County, I want to express my support for Fresno County's application for a Caltrans Climate Adaptation Planning Grant to explore transportation infrastructure resiliency in communities I represent.

Constituents in my district unfortunately must deal with flooded roads when it rains, which is not only an inconvenience, but it can also be disastrous for some. These roads are a connection to jobs, schools, and critical services.

Roads closed due to flooding limit access to resources our small communities rely on. In these rural areas, vital resources are spaced at greater distances. Floods can cut off residents and isolate disadvantaged groups. In addition, our agricultural economy relies on rural roads to transport goods across the county, state, and nation. This is a significant threat near Mendota, where Panoche Creek runs uncontrolled into major throughfares during significant rain events.

By keeping our roads open, we keep our economy moving. With climate trends predicting hotter summers and heavier rains, the residents in this region will be disproportionately impacted by more flooding and damaged roads. The sooner we can start planning and preparing for this future, the better equipped our residents will be to handle what comes their way.

I am committed to help facilitate public engagement and hear concerns of residents so that we may find solutions that will work best in the future.

Sincerely,

Brian Pacheco,  
Fresno County Supervisor, District 1

Biola • Cantua Creek • Easton • Firebaugh • Five Points • Helm • Herndon • Highway City  
Kerman • Mendota • Mercy Hot Springs • Rolinda • San Joaquin • Three Rocks • Tranquillity

January 16, 2024

Steven E. White, Director  
Fresno County Public Works and Planning  
2220 Tulare Street, 8<sup>th</sup> Floor  
Fresno, CA 93721

Subject: Support for Fresno County's Climate Adaption Planning Grant Application

Dear Mr. White,

Fresno Council of Governments supports Fresno County's application for a Caltrans Climate Adaptation Planning Grant to explore transportation infrastructure resiliency in the county's western region.

Residents in western Fresno County unfortunately must deal with numerous transportation barriers, including flooded roads when it rains. This is not only an inconvenience, but can be disastrous for some. These roads are a connection to jobs, schools, and critical services. Roads that are closed due to flooding or other weather-related hazards limit their access to resources they depend on. In rural areas such as this, vital resources are spaced farther away and require long trips to access. Floods can cut off residents and isolate disadvantaged groups.

In addition, the agricultural economy relies on rural roads to transport goods across the county, state, and nation. We need these roads to stay open and keep our economy strong. With climate trends predicting hotter summers and heavier rains, the residents in this region will be disproportionately impacted by more floods and damaged roads. The sooner we can start planning and preparing for the future, the better equipped our residents will be to handle what comes their way.

We are committed to working with the County to collaborate on identifying projects and finding solutions that work best for the communities and carry us all forward.

Sincerely,



Robert Phipps  
Interim Executive Director



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21900 Colorado Avenue, P.O. Box 758, San Joaquin, CA 93660  
(559) 693-4311, (559) 693-2193 (fax), [www.cityofsanjoaquin.org](http://www.cityofsanjoaquin.org)

January 10, 2024

Steven E. White  
Director  
Fresno County Public Works and Planning  
2220 Tulare Street, 8<sup>th</sup> Floor  
Fresno, CA 93721

Subject: Support for Fresno County's Climate Adaption Planning Grant Application

Dear Mr. White,

I want to express my support for the Fresno County's application for a Caltrans Climate Adaptation Planning Grant to explore transportation infrastructure resiliency in the county's western region.

The residents in San Joaquin unfortunately must deal with flooded roads when it rains, which is not only an inconvenience, but it can also be disastrous for some. These roads are a connection to jobs, schools, and critical services. Roads that are closed due to flooding limits their access to resources they depend on. In rural areas such as this, vital resources are spaced farther away and require long trips to access. Floods can cut off residents and isolate disadvantaged groups. In addition, our agricultural economy relies on rural roads to transport goods across the county, state, and nation. We need these roads to stay open and keep our economy strong. With climate trends predicting hotter summers and heavier rains, the residents in this region will be disproportionately impacted by more floods and damaged roads. The sooner we can start planning and preparing for the future, the better equipped our residents will be to handle what comes their way.

I am committed to working with the County to help facilitate public engagement and hear the concerns of residents so that we may find solutions that work best and carry us forward.

Respectfully,

A handwritten signature in blue ink that reads "Elizabeth Cabrera".

Elizabeth Cabrera, City Manager  
City of San Joaquin



# CITY OF MENDOTA

*“Cantaloupe Center Of The World”*

January 17, 2024

Steven E. White  
Director  
Fresno County Public Works and Planning  
2220 Tulare Street, 8<sup>th</sup> Floor  
Fresno, CA 93721

Subject: Support for Fresno County’s Climate Adaption Planning Grant Application

Dear Mr. White,

On behalf of the City of Mendota and the Mendota City Council, I want to express my support for Fresno County’s application for a Caltrans Climate Adaptation Planning Grant to explore transportation infrastructure resiliency in Fresno County’s western region.

The City of Mendota experiences significant flooding during rainstorms that results in tragic impacts, including the closure and damage of roads. The closure of roads due to flooding causes inconveniences and detrimental impacts to our residents. In rural communities such as ours, vital resources are spaced farther away and require long trips to access. Roads connect our residents to jobs, schools, and critical services that they rely on, and the impacts of floods, including the closure of roads, isolates residents of disadvantaged groups and limits their access to the resources that their livelihoods depend on.

In addition, our agricultural economy relies on rural roads to transport goods across the county, state, and nation. We need these roads to stay open and keep our economy strong. With climate trends predicting hotter summers and heavier rains, the residents in this region will be disproportionately impacted by more floods and damaged roads. The sooner we can start planning and preparing for the future, the better equipped our residents will be to handle what comes their way.

I am committed to working with Fresno County to help facilitate public engagement and hear the concerns of residents so that we may find solutions that work best and carry us forward.

Sincerely,

Victor Martinez  
Mayor  
City of Mendota