APPENDIX 3.12-C

Children's Health and Safety Risk Assessment

CALIFORNIA HIGH-SPEED TRAIN PROJECT EIR/EIS

Technical Memorandum

Merced to Fresno Section
Children's Health and Safety Risk Assessment

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1.0 Introduction

This technical memorandum (TM) describes potential children's environmental health and safety risk in the California High-Speed Train (HST), Merced to Fresno Section study area associated with the No Project Alternative, the three HST alignment alternatives and the Heavy Maintenance Facility (HMF) sites.

1.1 Regulatory Setting

Executive Order 13045 (EO 13045), Protection of Children From Environmental Health and Safety Risks, was issued in 1997 to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. EO 13045 also ensures that federal agencies, in their policies, programs, activities, and standards, address environmental and safety risks to children. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreation waters, soil, or products they might use or be exposed to. In proportion to their size, children breathe more air, drink more water, and eat more food than adults. This puts them at greater risk of exposure to pollutants. Children's bodies are also less able to metabolize, detoxify, and expunge these pollutants.

1.2 Methodology and Definitions

The analysis was performed in accordance with EO 13045 and consisted of conducting a demographic analysis, reviewing the proposed project alternatives and HMF sites in relation to schools and childcare facilities, and qualitatively assessing whether the HST project would result in children's environmental health and safety risks. For the analysis only, the Castle Commerce Center, Gordon-Shaw, and Kojima Development HMF sites are considered because of their proximity to sensitive receptors. The analysis is based on the environmental documentation prepared in support of the California HST, Merced to Fresno Section EIR/EIS. The following sections were reviewed because they can have the greatest impact on children's health and safety: Section 3.2, Transportation; Section 3.3, Air Quality and Global Climate Change; Section 3.4, Noise and Vibration; Section 3.5 Electromagnetic Fields and Electromagnetic Interference; Section 3.8, Hydrology and Water Resources; Section 3.10, Hazardous Materials and Wastes; Section 3.11, Safety and Security; Section 3.12, Socioeconomics, Communities, and Environmental Justice; Section 3.15 Parks, Recreation, and Open Space; and Section 3.19, Cumulative Impacts.

The demographics for the three HST alternatives are for the area within 0.5 mile of the alternatives. For the community setting and facilities, the project study area is defined as 0.25 mile from the project limits because this is the area where the majority of the project impacts occur (i.e., noise impacts only extend about 0.25 mile and local air quality impacts consider sensitive receptors under 0.25 mile). Some disciplines, such as air quality, analyze a broader area when potential impacts could reach beyond 0.25 mile, but these impacts are on a regional level. For the purposes of this analysis, children are defined as the population within the study area under the age of 18.

1.3 Significance

Significant impacts on children's health and safety are defined as those impacts on the environment that result in negative impacts on children as a result of one or more the following:

- Potential respiratory impacts, including asthma from air pollutant emissions and generation of fugitive dust.
- Potential noise impacts to health and learning, especially in areas where children congregate (such as schools, parks, and residential areas).
- Potential impacts from the use of chemicals, such as dust suppression methods and hazardous materials.

- Potential safety risks to children, especially where the alternatives are located near areas where children congregate.

2.0 Existing Conditions

The HST alternatives are primarily located adjacent to existing transportation corridors (SR 99, BNSF, and UPRR) and the land uses adjacent to these corridors are predominantly related to commercial, industrial, or agricultural uses with few residential or community facilities immediately adjacent. This section provides information on the demographics within the study area, the community setting, and the schools and community facilities located within the study area. Refer to Chapter 2, Alternatives, in the Merced to Fresno Section EIR/EIS for complete information on the HST alternatives and the HMF sites.

2.1 Demographics

Based upon 2010 Census data, Table 1 provides information on the populations under the age of 18 within 0.5 mile of the HST alternatives and the Castel Commerce Center HMF site. The Gordon Shaw and Kojima Developments are located in rural areas and very sparse populations and limited population in the study area. Because the census block groups are very large extending for miles beyond the proposed sites population data is not provided for these two locations. Overall, the percentages of those under 18 are similar for all HST alternatives because the study areas for all three contain the larger cities of Merced and Fresno where the alignments are the same. The BNSF Alternative has a lower total population because the alternative avoids the community of Fairmead and the cities of Madera and Chowchilla. The UPRR/SR 99 Alternative has a higher total population compared to the BNSF and Hybrid alternatives because the alternative travels through the City of Madera and the larger unincorporated communities of Parksdale and Parkwood immediately south of the City of Madera. Compared to the larger geographic areas in the study area, the percentages of the population under 18 are similar, in large part because all the alternatives travel through the cities of Merced and Fresno along the same alignment. The Castel Commerce Center HMF site is also similar to the HST alternatives although it does not travel through Fresno, the guideway is located in the City of Merced and Franklin-Beachwood and the facility is adjacent to the City of Atwater. Figures 1-1A and 1-1B in Attachment 1, HST Station Area, illustrate the sparse population in the station areas for both Merced and Fresno, especially in the area immediately adjacent to the station footprint. For additional information on demographics, refer to Section 3.12, Socioeconomics, Communities, and Environmental Justice.

Table 1
Child Population within 0.5 Mile of the HST Alternatives

Alternative	Total Population	Population Under 18	Percentage of Total Population
UPRR/SR 99	113,562	39,304	34.6
BNSF	80,509	27,579	34.3
Hybrid	84,268	28,788	34.2
Castel Commerce Center HMF	14,783	4,995	33.8
Source: U.S. Census Bureau (2010).			

2.2 Community Setting

The following provides general information on the communities that the HST alternatives would travel through. For complete information on the community setting, refer to Section 3.12, Socioeconomics, Communities, and Environmental Justice. The study area for all HST alternatives is primarily adjacent to the transportation corridors (UPRR, BNSF, and SR 99) and of the approximately 60-mile alignments for the alternatives, about 40 miles are in the unincorporated areas of the counties and 20 miles are within the cities of Merced of Fresno for all alternatives. Within the study area of the unincorporated areas of the three counties, there are few residences and few community facilities, parks, or other areas where children would congregate.

All alternatives have the same setting within downtown Merced and Fresno. Within Merced and Fresno, land uses on both sides of the UPRR and SR 99 corridors are primarily commercial and industrial and there are vacant parcels as well. Most residential land uses are either outside of the study area boundaries or near the outer edges of the study area boundaries. The commercial and industrial land uses act as a buffer between the railway and the residential land uses. Automobile-related commercial uses are close to the SR 99 interchanges (e.g., gas stations and fast-food restaurants). On the northern side of the UPRR corridor, there are several city and county government facilities as well as the downtown central business district. This area includes retail stores, restaurants, and cultural facilities that attract residents from both the cities and the surrounding region.

All of the alternatives cross the San Joaquin River into Fresno County and the City of Fresno along the same alignment. Outside of Downtown Fresno, community areas are bounded by the railway corridor. The UPRR and SR 99 are physical barriers to access; however, several crossings, including grade-separated crossings with sidewalks, maintain connections between the western and eastern parts of the study area. East of the alternatives the area is primarily associated with residential areas and west of the alternatives the area is a mix a commercial and industrial uses. The study area includes Roeding Regional Park as well as some smaller parks. The Fresno Station is located in downtown Fresno in an area associated with industrial land uses near the HST alignment and commercial and city and government facilities to the east. Much of the residential development is located to the west of SR 99 and the commercial and industrial uses act as a buffer between the railway and residential land uses.

2.2.1 UPRR/SR 99 Alternative

The UPRR/SR 99 Alternative also travels through the cities of Madera and Chowchilla, as well as the communities of Fairmead, Parksdale, and Parkwood, except for the UPRR/SR 99 Alternative with the West Chowchilla design option, which avoids the City of Chowchilla. Through these communities the alignment is adjacent to the SR 99 and UPRR corridors and is elevated. The areas adjacent to the alternative are associated with commercial land use in Chowchilla; residential land use in Fairmead; residential, commercial, and industrial land uses in Madera, and residential land use in Parksdale and Parkwood. Through Fairmead there is a religious facility adjacent to the alternative and through the City of Madera there are parks in close proximity to the alternative.

2.2.1.1 BNSF Alternative

The BNSF Alternative includes design options that travel through the unincorporated community of Le Grand and others that avoid the community. Le Grand is located in Merced County and does include parks, open spaces at schools, and small retail establishments; however, these are all located at least 700 feet from the HST alignment. The BNSF Alternative also would travel through the unincorporated community of Madera Acres. Madera Acres, located in Madera County, is divided by the BNSF railway corridor and consists primarily of single-family residences with no community facilities and one school located west of the HST alignment. The at-grade BNSF railway that divides the residential areas of Madera Acres results in some children needing to cross the track, which involves safety concerns even though the crossings are gated.

2.2.1.2 Hybrid Alternative

From the Merced Station to north of Chowchilla, the community and the community setting are the same as described under the UPRR/SR 99 Alternative. The Hybrid Alternative with the Ave 24 Wye is the same as the UPRR/SR 99 Alternative with the West Chowchilla design option. This alignment then travels east along the Ave 24 Wye through agricultural land and joins the BNSF corridor and travels through Madera Acres, the same as the BNSF Alternative.

2.2.1.3 HMF Sites

The Castle Commerce Center HMF site is located in unincorporated Merced County, but the guideway to the HMF site would travel through Downtown Merced and Merced County. Through Downtown Merced, the adjacent uses are primarily commercial and there are a number of community facilities in close proximity to the alignment where children would congregate. Outside of the city limits, the alignment would bisect the unincorporated community of Franklin-Beachwood, and there are schools in close proximity to the proposed guideway. The Gordon-Shaw and Kojima Development HMF sites are located in rural areas of Madera County. The adjacent land uses in both locations is associated with agriculture uses with residences, and there are no community facilities within the study area for either site.

2.3 Schools

2.3.1 School Locations

There are 14 schools, including public and private elementary, middle, and, high schools, within the study area for the analysis (see Table 2). Table 2 does not include post-secondary education facilities. For the most part, the schools are located at least 0.15 mile (790 feet) from the various alternatives. For the HMF sites, only the Castle Commerce Center HMF site has any schools within the study area and both are public elementary schools.

Table 2
Schools within the Study Area

School	County	HST Alternative			Distance from HST Alignment/Project Component (feet)
		UPRR/ SR 99	BNSF	Hybrid	
Community Day	Merced	X	X	X	1,320
Don Stowell Elementary/Galen Clark Preschool	Merced	X	X	X	1,320
Yosemite (Continuation)/ Independence (Alternative)/ Sequoia High	Merced	X	X	X	790
Golden Valley High	Merced	X	X	X	1,320
Faith Tabernacle Christian Academy	Madera	X			1,050
George Washington Elementary	Madera	X			1,215
Sierra Vista Elementary	Madera	X			1,050
Addams Elementary	Fresno	X	X	X	1,050
Lincoln Elementary	Fresno	X	X	X	1,050
River Bluff Elementary	Fresno	X	X	X	1,160
Saroyan Elementary	Fresno	X	X	X	845

School	County	HST Alternative			Distance from HST Alignment/Project Component (feet)
		UPRR/ SR 99	BNSF	Hybrid	
Joe Stefani Elementary School	Merced				0 (Castel Commerce Center HMF)
Franklin Elementary/Franklin Preschool	Merced				1,050 (Castel Commerce Center HMF)
Merced Scholars Charter	Merced				160 (Castel Commerce Center HMF)
Source: Authority and FRA (2011)					

2.3.2 School District Boundaries

For the public school districts in the study area there are school district boundaries for elementary, middle, and high schools. Within the larger urban areas of the cities of Merced, Madera, and Fresno the transportation corridors of SR 99 and the UPRR form the boundaries for many of the elementary and middle schools. Because of these boundaries, most of the students do not need to cross these corridors to arrive at school. Attachment 2, School District Boundaries, provides information on the location of the various school boundaries. Outside of the urban areas, the school boundaries are very large and can extend into the transportation corridors. Because of the areas and the distances students have to travel, it is likely that many of the students in these areas use transportation provided by the school district, rely on family members, or drive themselves to school.

2.4 Parks and Recreation

Table 3 lists the parks and recreation facilities within the study area and includes information on whether the resources are considered passive or active. Passive resources are those that are typically associated with open space areas with trails and/or picnic areas. Passive parks are less likely to be resources where children would congregate. Active resources are those that require development of some sort (such as playgrounds and ballfields). Parks that are considered active are associated with more intensive uses and children tend to congregate there to a greater degree than at passive parks. Based on Table 3, of the 17 parks, recreation, and open space resources in the HST alternative study area, 11 are passive and 6 active. The UPRR/SR 99 Alternative has more parks in the study area than the other HST alternatives; it is the only one that travels through the City of Madera. Refer to Section 3.15, Parks, Recreation, and Open Space, for information on the parks located within the study area of the HST alternatives and the HMF sites. Within the study area there are few bicycle lanes, but streets in the urban areas of Merced and Fresno include some, as well as shared-use bicycle routes. The urban areas also have sidewalks on most of the streets, whereas the rural unincorporated areas generally do not.

Table 3
Parks, Recreation, and Open Space Resources within 0.25 mile of the HST Alternatives

Resource Name	Location	HST Alternative			Distance from Alignment/ Project Component (feet)	Passive/ Active
		UPRR/ SR 99	BNSF	Hybrid		
Bob Hart Square	Merced	X	X	X	1,100	Passive
Courthouse Square Park	Merced	X	X	X	2,500	Passive
Le Grand Park	Merced County		X		900	Active
Fairmead Toddler Park	Madera County	X		X[a]	600	Active
Rotary Park	Madera	X			100	Active
Sharon Avenue Linear Park	Madera	X			30	Passive
Riverside Park	Madera	X			0	Passive
Courthouse Park	Madera County	X			300	Passive
County Road 27¾ Linear Park	Madera	X			0	Passive
Camp Pashayan	Fresno	X	X	X	0	Passive
San Joaquin River Parkway	Fresno	X	X	X	0–20	Passive
Highway City Neighborhood Community Center	Fresno	X	X	X	1,000	Active
Basin AH1 Dog Park	Fresno	X	X	X	800	Active
Roeding Park	Fresno	X	X	X	20	Active
Fresno County Plaza	Fresno	X	X	X	975	Passive
Chukchansi Park	Fresno	X	X	X	70	Passive
Fulton Mall	Fresno	X	X	X	450	Passive
Total within 1,000 feet		**14**	**9**	**8-9**	NA	NA
Total within 300 feet of construction footprint		**9**	**4**	**4**	NA	NA
Total within 100 feet of construction footprint		**8**	**4**	**4**	NA	NA

[a]Fairmead Toddler Park only affected by the Hybrid Alternative with the Ave 24 Wye.

Source: City of Merced (2004), City of Chowchilla (2009), City of Madera (2009b), City of Fresno (2009), Madera County (1995), Merced County (1990), San Joaquin River Parkway and Conservancy Trust (2007).

2.5 Community Facilities

For this analysis, community facilities include those that would provide opportunities for children to congregate within the study area, including religious institutions, daycares, museums, libraries, and social resources (such as Boys and Girls Clubs). Within the study area for the HST Alternatives, there are about 53 facilities within the UPRR/SR 99 Alternative, 41 within the BSNF Alternative, and 37 within the Hybrid Alternative. For the HMF sites, only the Castle Commerce Center HMF includes has any community facilities within the study area (7). Overall, most of these facilities are religious institutions and most of the facilities are located over 300 feet from the alignments. Complete information on the type and location of the community facilities is presented in Appendix B, Community Facilities, of the *Merced to Fresno Section Community Impact Assessment* (Authority and FRA 2012).

3.0 Environmental Consequences

This section describes the impacts resulting from construction and operation of the proposed project that would result in environmental health and safety risks that could disproportionately impact children. Analysts reviewed the following sections of the EIR/EIS to identify significant impacts related to children's health and safety:

- Section 3.2, Transportation.
- Section 3.3, Air Quality and Global Climate Change.
- Section 3.4, Noise and Vibration.
- Section 3.5, Electromagnetic Fields and Electromagnetic Interference.
- Section 3.8, Hydrology and Water Resources.
- Section 3.10, Hazardous Materials and Wastes.
- Section 3.11, Safety and Security.
- Section 3.15, Parks, Recreation, and Open Space.
- Section 3.18, Cumulative Impacts.

3.1 Overview

The project is located primarily along existing transportation corridors and in areas associated with industrial, commercial, and agriculture land uses with no community facilities where children would congregate. Children living in close proximity to these transportation corridors are likely already affected by air and noise pollution from automotive, truck, and train traffic. In addition, many of the children, especially younger ones, do not need to cross the alternatives for school and most tend to travel away from the alternatives. Based upon the analysis in the Merced to Fresno EIR/EIS, the HST Project would not affect products or substances (i.e., water, soil, and food) that a child is likely to ingest, use, be exposed to, or come into contact with. Therefore, no significant impact on children's environmental health and safety would result from any of the proposed projects.

All of the HST alternatives result in the same impacts in the downtown Merced area, downtown Fresno area, and along the guideway within the City of Fresno because the alternatives have the same station locations and follow the same guideway within Fresno. None of the alternatives require the acquisition of any facilities, including schools where children would congregate, and only the UPRR/SR 99 Alternative requires the full acquisition of parks. Because they would pass through fewer communities, the Hybrid Alternative and the BNSF Alternative would have fewer impacts on children than the UPRR/SR 99 Alternative. The Castle Commerce Center HMF alternative would have more impacts than the other four HMF alternatives. In the City of Merced, the guideway associated with the Castle Commerce Center HMF would require the acquisition of facilities used by children in the surrounding area.

3.2 No Project Alternative

The No Project Alternative includes planned projects that will likely be implemented by the year 2035. Chapter 2, Alternatives, of the Merced to Fresno EIR/EIS provides a complete description of the No Project Alternative and Section 3.19, Cumulative Impacts, discusses foreseeable future projects including shopping centers, large residential developments, quarries, and expansion of SR 99 between Merced and Fresno to provide full-access interchanges and additional auxiliary lanes by 2020. Under the No Project Alternative, school, parks, and community facilities would not be affected or impacts would be mitigated to less than significant. The No Project Alternative would likely not result in any significant impacts on children's health and safety because of the regulations that would be required prior to construction for any of the projects and the changing federal and state requirements for many of the environmental resources to address issues such as air quality.

3.3 HST Alternative and HMF Site

3.3.1 Construction-Period Impacts

3.3.1.1 Schools and School Boundaries

As described in Section 2.2, Community Setting, the existing transportation corridors of SR 99 and UPRR form the boundaries for the elementary and middle schools located within the larger urban areas. Because of this, the students would travel away from the areas of construction instead of traveling through, so impacts would be minimized. Outside of the urban areas, it is likely that many students use transportation to travel to and from school because of the distances. Construction of the HST would result in detours, but these effects would likely not result in any significant impacts to children's health and safety. Within the Merced station area, there are residences in close proximity; however, these would be acquired prior to construction and any children would be relocated outside of the construction area.

3.3.1.2 Common to All HST Alternatives

Disproportionate impacts on children were determined by reviewing the construction impacts associated with the environmental elements addressed in the Merced to Fresno Section EIR/EIS (Transportation; Air Quality and Global Climate Change; Noise and Vibration; Electromagnetic Fields and Electromagnetic Interference (EMF/EMI); Hazardous Materials and Wastes; Safety and Security; Parks, Recreation, and Open Space; and Cumulative Impacts). Table 4 provides information on the potential impacts and significance of the impacts after the implementation of mitigation measures. Construction activities would be temporary, though these activities would likely occur over a longer duration in the station areas. Refer to Chapter 2, Alternatives, for information on the construction period timeframe.

Table 4
Children's Health and Safety Construction Impacts Common to All Alternatives

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Transportation	Construction activities would result in additional traffic in the study area, primarily in the urban areas. With mitigation, the impacts would be reduced and would not be significant.	No significant impacts on children's health and safety would occur. The areas around the stations do not contain large populations and in Merced, residential properties close to the station would be acquired and the residents relocated prior to construction.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Air Quality	At the local level, the period of construction for the portions of the alignment that run past receptors within the communities in the study area would be less than 1 year because it is expected that 1,000 feet of guideway could be constructed in 1 year. This short period of exposure is not comparable to chronic exposure and would likely not increase the cancer risk to sensitive receptors. At the regional level, construction activities would result in significant impacts before mitigation due to an increase in fugitive dust combustion pollutants associated with construction. The impacts would be reduced with mitigation, but would still remain significant. The primary pollutants would be fugitive dust and combustion pollutants associated with the heavy equipment and trucks. The impacts would end following construction completion.	At the local level, there would be no significant impacts. At the regional level, there would be the potential for significant impacts related to fugitive dust and combustion pollutants. Even with mitigation there would still be the potential for significant impacts to children's health and safety. The majority of the area is adjacent to the transportation corridors, which are associated with commercial, industrial, and agricultural uses with few areas of residential development in close proximity. Adjacent to existing transportation corridors in the urban areas, children are likely already exposed to vehicle and train emissions. Even with mitigation, there would be the potential for significant impacts on children's health and safety related to air quality if thresholds were to be exceeded.
Noise and Vibration	For residential land use, the potential for temporary construction noise impact would be limited to locations within approximately 141 feet of the alignment. The potential for noise impact from nighttime construction could extend to residences as far away as 446 feet, but the Authority would work to minimize this potential impact. These effects would be greatest at parks located within 300 feet of construction. No negative noise impacts would likely occur at schools in the area during construction. Noise and vibration associated with construction activities would exceed standards at times, but with mitigation the impacts would not be significant.	No significant impacts on children's health and safety would occur because many of the residential areas are located beyond 446 feet and mitigation during construction is part of the proposed project.
EMI/EMF	There would be no significant impacts during construction because construction equipment generates low levels of EMFs and EMI. The only EMI that might be generated during construction would be occasional licensed radio transmissions between construction vehicles.	No significant impacts on children's health and safety would occur because of the low levels of EMFs and EMI.
Hydrology and Water Resources	All of the HST alternatives have water crossings and have the potential to affect surrounding water bodies. Additionally, all crossings would be located next to existing transportation corridors, and the new crossings would not increase the risk to health and safety in these areas. Best management practices (BMPs) would be implemented prior to and during construction to minimize impacts.	No significant impacts on children's health and safety would occur because most of the water bodies are located in rural areas, surrounded by agricultural uses and are not areas (e.g., parks with beach access) where children are generally located or would congregate.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Hazardous Materials and Wastes	During construction, demolition, and excavation activities, the project would potentially emit hazardous air emissions or involve the handling of extremely hazardous wastes above threshold quantities. To prevent potentially hazardous materials from contaminating schools, the project would comply with all federal and state regulations and with a mitigation measure to prohibit the use of extremely hazardous substances or a mixture thereof in a quantity equal to or greater than the state threshold quantity within 0.25 mile of a school. According to the California Public Resources Code, any project within 0.25 mile of a school must consult with the school district regarding potential hazards if the project might reasonably be expected to emit hazardous air emissions or handle extremely hazardous substances or mixtures containing extremely hazardous substances.	No significant impacts on children's health and safety would occur because of the measures that would be implemented near schools related to hazardous materials. Additionally, there is limited population in close proximity to much of the construction footprint, and the area would be subject to restricted access.
Safety and Security	The general public would not have access to construction areas for the HST, HST stations, or the HMF. The project design features include development of a detailed construction transportation plan that would involve coordination with local jurisdictions on emergency vehicle access. The plan would also include a traffic control plan that addresses temporary road closures, detour provisions, allowable routes, and alternative access. Because the project would implement a construction transportation plan and associated traffic control plan, resulting effects would be negligible.	No significant impacts on children's health and safety would occur because access would be restricted and monitored to ensure that there would be no direct safety hazards to children.
Socioeconomics, Communities, and Environmental Justice	In general, construction would occur primarily outside of (but in some areas adjacent to) established neighborhoods in areas associated with agricultural, commercial, or industrial uses. The alignment would be adjacent to existing transportation corridors, and construction would not bisect or isolate established communities or change the existing community character. Impacts on pedestrian and vehicular circulation are not considered a barrier to interaction, because the HST Project would be primarily adjacent to existing transportation corridors. Although project construction would affect individuals and property owners, these impacts would be temporary and would not divide neighborhoods or affect the integrity of the neighborhoods.	No significant impacts on children's health and safety would occur because construction would not divide or affect the integrity of neighborhoods where children may reside.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Parks, Recreation, and Open Space	Construction would require the temporary closure of portions of some parks during construction. Temporary construction impacts would include noise, dust, and visual effects. Temporary construction impacts within 300 feet of a park, recreational resource, or open space would have the greatest impact. Parks located farther than 300 feet from construction would be sufficiently remote to remain comparatively unaffected. Three parks are located within 300 feet of all the HST alternatives: Camp Pashayan, San Joaquin River Parkway, and Roeding Park. Standard safety measures would be implemented so that no danger would occur in parks during construction to members of the public, including children. Any noise, dust, or visual effects would be minimized to the extent feasible and, after mitigation, there would be no significant impacts.	No significant impacts on children's health and safety would occur. Parks in the study area would experience some temporary noise effects during construction; however, these effects would be primarily an inconvenience or irritation, not a health or safety risk to children. Construction would not require the complete closure of any of the parks and the areas not affected by construction would likely remain open. Additionally, Camp Pashayan and San Joaquin River Parkway are considered passive parks and children tend not to congregate in these types of parks.
Cumulative Impacts	Significant impacts related to air quality would occur during construction and significant impacts at Roeding Park would occur because of the planned projects in and around the park that would result in closures and increases in noise, dust, and visual changes. None of the other environmental elements identified in this table would result in any significant cumulative impacts because all projects would need to meet specific regulatory requirements for each resource, minimizing the overall impacts.	Projects would be required to implement measure to mitigate any air quality and park impacts which would reduce the impacts. The air quality impacts would be temporary and end following construction completion. Even with mitigation, there would be the potential for significant impacts on children's health and safety related to air quality if thresholds were to be exceeded.

The following provides information on where the HST alternatives differ with respect to the potential impacts on children's health and safety.

UPRR/SR 99 Alternative

The UPRR/SR 99 Alternative would result in the most air quality impacts at the regional level from construction-related emissions because of the length of the alternative and the elevated guideway associated with it. There would be no local impacts associated with air quality. The UPRR/SR 99 Alternative also includes more schools within the study area, but there would be no significant impacts because the UPRR and SR 99 corridors act as boundaries in most cases so students, especially the younger children, would travel away from the construction areas; also, many of these schools are located more than 1,000 feet from the alignment.

The UPRR/SR 99 Alternative is the only one that extends through the City of Madera, which includes additional schools, parks, and facilities where children congregate and could be negatively affected by construction. In addition, the UPRR/SR 99 Alternative would have noise impacts on the largest number of residences and parks. It has five additional parks that could be affected: Rotary Park, Sharon Avenue Linear Park, Riverside Park, Courthouse Park, and County Road 27¾ Linear Park, all within the City of Madera. Two of these parks would be closed during construction, Sharon Avenue Linear Park and County Road 27¾ Linear Park, because of the temporary property acquisitions and the proximity of the construction activities to the remaining park area. These parks are considered passive and are linear parks, primarily functioning as connectors, and do not include any facilities that would attract children

(such as playground equipment). Detours would be in place to maintain the connections, and the park closures and additional parks affected by construction would not result in any significant impacts.

BNSF Alternative

The BNSF Alternative would result in air quality impacts similar to those of the UPRR/SR 99 Alternative from construction-related emissions because of the length of the alternative and the elevated guideway. In Le Grand, if either the Mission Ave design option or Mariposa Way design option is implemented, construction activities would occur nearer to residences and community resources than with the other design options that bypass the community. There would be no additional impacts beyond those described in Table 4. Within Madera Acres, construction of the overpasses could have temporary access impacts, but detours would be in place and no additional impacts would be expected beyond those identified in Table 4.

Hybrid Alternative

The Hybrid Alternative would result in the fewest air quality impacts from construction-related emissions because of the length of the alternative and the amount of elevated guideway. Impacts in Madera Acres would be the same as those described for the BNSF Alternative. There would be no additional impacts beyond those listed for all alternatives in Table 4 related to children's health and safety.

3.3.2 Project Impacts

3.3.2.1 Schools and School Boundaries

Elementary and middle school students walk or bicycle away from the HST alternatives. Some students need to cross these transportation corridors to attend school; however, the HST is grade-separated to prevent accidents and therefore would not result in any significant impacts on children's health and safety.

3.3.2.2 Common to All HST Alternatives

Table 5 summarizes project impacts on children's health and safety that are common to all alternatives. This information is from Merced to Fresno Section EIR/EIS, as identified the Environmental Element column of the table, and was used in the analysis to determine impacts related to children's health and safety.

Table 5
Project Impacts on Children's Health and Safety Common to All Alternatives

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Transportation	The HST stations would be multimodal transportation hubs that would reinforce existing local transit systems. There would be no impacts on non-motorized facilities. In the station areas, the HST project would not close any of the existing or planned bicycle routes or pedestrian access/routes in the immediate vicinity of the Fresno station. The HST alternatives would improve regional travel times, reliability, and convenience. Operation of the HST system would shift some people from automobiles to HSTs, reducing traffic volumes on the surrounding roadways. Impacts would be anticipated along SR 99 due to the relocation of SR 99 and impacts have also	There would be no significant impacts related to children's health and safety. Improvements in the transportation system with the addition of the HST system would be beneficial. The impacts related to SR 99 and closures of rural roadways would not result in any significant impacts on children's health and safety because these areas are not residential and do not include facilities where children congregate.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
	been identified in the vicinity of the Merced and Fresno stations. With mitigation, the impacts would be reduced, but there would still be impacts associated with two intersections near the Fresno station. In rural areas, some existing roadways would be closed, but access would be maintained at least every 2 miles. Traffic would divert to other routes. Because traffic volumes are low, impacts would likely be negligible.	
Air Quality	All HST alternatives would result in a net benefit on regional and statewide air quality from HST operation because of the lowering of emissions. There would be no significant impacts during operation and mitigation would reduce any impacts.	There would be no significant impacts. All residents in the San Joaquin Valley would benefit from the decrease in air pollutants associated with the projected shift in transportation modes.
Noise and Vibration	HST operation would result in a number of impacts from increased noise levels. With mitigation, the number of noise impacts would be reduced and, with full implementation of the guidelines, most noise impacts would be eliminated. With sound barriers as mitigation, the number of significant noise impacts would be reduced, as the barriers would shield HST noise. With full implementation of the guidelines, most significant noise impacts would be eliminated. Severe noise effects would remain for some receptors because they are located outside of the area where the sound barriers would be fully effective or the barriers would not fully mitigate the effect (i.e., noise would be reduced by 5 decibels (dB) but not below the severe threshold). Furthermore, severe noise effects would remain for receptors mitigated only with indoor sound insulation or when covered by noise easements.	Operation would result in noise impacts and even with full implementation, some receptors would remain impacted. These impacts would include locations where children reside and potentially congregate.
EMF/EMI	HST operation would not result in any significant impacts. Implementation of prevention measures would reduce any impacts.	Since there would be no significant impacts, there would therefore be no impacts related to children's health and safety.
Hydrology and Water Resources	HST operation would not result in any significant impacts, and impacts would be reduced with the implementation of avoidance and minimization measures.	Since there would be no significant impacts, there would therefore be no impacts related to children's health and safety.
Hazardous Materials and Wastes	HST operation would increase hazardous materials use and waste generation, but would not result in any significant impacts. With implementation of regulatory requirements, impacts would be reduced to negligible.	Since there would be no significant impacts, there would therefore be no impacts related to children's health and safety.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Safety and Security	There would be no significant impacts with the HST alternatives and only minor impacts with the implementation of standard design features and plans. The project would always be grade-separated from all other forms of transportation, including railroads, roadways, and local pedestrian and bike paths.	Since there would be no significant impacts, there would therefore be no impacts related to children's health and safety.
Socioeconomics and Communities	The HST alternatives would not result in the physical division of communities; therefore, no significant impacts would occur. The placement of the guideway alongside existing highway and railroad corridors through urban areas would lessen the impacts on communities and neighborhoods adjacent to the HST alignment. The wyes would be located in sparsely populated areas adjacent to existing roads and would likely result in few social, neighborhood, and community impacts. The HST Project would result in a number of property acquisitions, but would not result in any significant impacts at the regional level because there are adequate replacement properties.	There would be no significant impacts related to children's health and safety because there would be no division of communities, no community facilities would be affected, and relocations as a result of property acquisitions would occur prior to construction.
Parks, Recreation, and Open Space	HST operation would result in impacts due to the permanent acquisition of park property. Mitigation for property acquisition would include financial compensation for purchase and development of replacement park property, but the impacts would still be substantial after mitigation. In addition, noise levels would result in impacts on one park, but with mitigation, the noise impacts would be reduced.	Although there would be significant impacts related to park acquisition, mitigation would require the development of replacement park property. No impacts related to children's health and safety are expected.
Cumulative Impacts	There would be beneficial effects with regard to transportation, air quality, and safety and security and negligible impacts related to EMF and EMI, hydrology and water resources, hazardous materials and wastes, and parks, recreation, and open space. The HST Project along with other reasonable foreseeable actions may result in significant impacts on noise and vibration, but with mitigation the impacts would be reduced. The impacts on parks, recreation, and open space with respect to Roeding Park would also be significant. With mitigation, the impacts would be reduced and any planned projects outside of the park would not likely require that the entire park be closed.	No significant impacts on children's health and safety would be anticipated related to cumulative impacts. Many of the cumulative noise impacts would occur in urban areas, which are already subject to noise; with mitigation, such impacts would likely be reduced. The impacts on Roeding Park would be a result of planned changes within the park and roadway improvements outside the park. Areas of the park would remain open and any permanent acquisition as a result of planned projects would require mitigation.

UPRR/SR 99 Alternative

The UPRR/SR 99 Alternative is the only alternative that travels through the City of Madera. Through the cities of Madera and Chowchilla and the unincorporated communities of Fairmead, Parksdale, and Parkwood, the alignment is elevated and would not restrict access along the existing crossings, so no negative impacts would occur for any children needing to cross to access school or other places where

they would congregate. There is also the potential for new amenities under the elevated alignment, including trails that would provide new linkages and be beneficial. There are three parks that the UPRR/SR 99 Alternative would pass through or over (Sharon Avenue Linear Park, Riverside Park, and County Road 27¾ Linear Park) that would be affected due to property acquisitions. These impacts are considered significant, but with mitigation would be reduced and no significant impacts would be anticipated. There would be no other impacts beyond those identified above in Table 5.

BNSF Alternative

The BNSF Alternative travels through the communities of Le Grand and Madera Acres, but no significant impact would be expected in these communities related to children's health and safety. For the design options that travel through the community of Le Grand, the alignment is elevated and no facilities would be affected. Through Madera Acres, new roadway overpasses would be constructed over the HST and the existing BNSF corridor. These overpasses would improve safety and result in beneficial effects for children by removing a safety concern associated with the at-grade BNSF corridor. There would be no other impacts beyond those identified above in Table 5.

Hybrid Alternative

The Hybrid Alternative with the Ave 21 Wye connection would affect Chowchilla the same as the UPRR/SR 99 Alternative with the East Chowchilla design option and Fairmead the same as the UPRR/SR 99 Alternative. The Hybrid Alternative would result in the same benefits to Madera Acres as described under the BNSF Alternative. There would be no other impacts beyond those identified above in Table 5.

3.3.3 HST Alternative Summary

Overall, none of the alternatives would be anticipated to result in any significant impacts on children's health and safety over the long term of the HST Project. In the urban areas, the existing transportation corridors form the boundaries for many of the schools, especially elementary and middle schools. As a result, children would travel away from the alternatives and would not need to cross the alternatives or travel through the station areas. Much of the area adjacent to the alternatives is associated with agricultural, industrial, and commercial uses, which would typically not include areas for children to congregate. All of the alternatives would result in the temporary acquisition of parks, but in all alternatives except the UPRR/SR 99 Alternative, the remaining park areas could remain open for use. The UPRR/SR 99 would affect an additional three parks and would require the full closure of two of these parks; however, the parks do not contain many amenities and are linear parks that primarily provide access to other areas. During construction, all of the alternatives would have impacts related to air quality that would be reduced with mitigation but would still be considered significant. The UPRR/SR 99 Alternative would result in the highest level of air quality impacts during construction because of the longer construction duration associated with the length of the alternative. Although the UPRR/SR 99 Alternative also travels through the City of Madera, and the other alternatives do not, it would not result in any additional impacts.

Based upon the construction and operation impacts, the Hybrid Alternative would result in the fewest impacts. These would be primarily related to temporary air quality impacts during construction that could have a negative impact and result in significant impacts on children's health and safety.

3.3.4 HMF Construction and Operation

Of the five HMF sites, only three could result in impacts to the health and safety of children, all of which include sensitive receptors: the Castle Commerce Center, Gordon Shaw, and Kojima Development. The Castle Commerce Center HMF site is the only one that could affect the health and safety of children. The other HMF sites are located far enough away from urban areas, residential areas, and schools, parks, and community facilities to effectively be removed from areas of conflict. A majority of the impacts associated

with the HMF sites would be the same as those described above in Tables 4 and 5. Table 6 summarizes the potential children's health and safety effects unique to the Castle Commerce Center HMF site.

The final determination of the HMF site is being addressed as part of the San Jose to Merced Section EIR/EIS. Additional information, including any impacts and mitigation, will be analyzed as part of the environmental documentation for that section.

Table 6
HMF Impacts on Children's Health and Safety

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Air Quality	The period of construction for the HMF would be approximately 18 months, spread between August 2017 and July 2021. This short period of exposure would not be likely to increase the cancer risk or non-cancer chronic health risks to sensitive receptors. Operation of the Castle Commerce Center, Gordon Shaw, and Kojima Development HMF sites would the potential for significant impacts due to the shorter distance between the sensitive receptors and the HMF sites. HMF operation at these three sites could have the potential to expose sensitive receptors to higher concentrations of toxic air contaminants from both stationary sources and mobile sources and this could result in higher health risks, especially cancer risks. The implementation of mitigation measures would result in impacts less than significant. The health risk analysis is conservative because all stationary sources at the HMF site would be required to go through the San Joaquin Valley Air Pollution Control District (SJVAPCD) permitting process to ensure that the risk due to project operation is below the SJVAPCD health risk significance thresholds.	No significant impacts would be expected during construction. Operation could have significant impacts associated with the Castle Commerce Center, Gordon-Shaw, and Kojima Development HMF sites because of the close proximity of sensitive receptors. However, mitigation would reduce the impacts to less than significant and no significant impact on children's health and safety are expected.
Noise and Vibration	Noise impacts would be associated only with the Castle Commerce Center HMF site. Construction impacts would be the same as those identified in Table 4. During operation, without mitigation, there would be severe noise impacts associated with the guideway to the Castle Commerce Center HMF site.	There would be no significant impacts during construction or operation with the implementation of mitigation measures.
Socioeconomics and Communities	The guideway between the Downtown Merced Station and the Castle Commerce Center HMF would require acquisition of three community facilities that could be used by children: Merced Lao Family Community and McCombs Youth Center in downtown Merced and Joe Stefani Elementary School. Additional outreach would be conducted with the affected facilities. There would be no impacts with any of the other HMF sites.	The loss of these facilities would have significant impacts on children's health and safety. However, the facilities would be relocated prior to construction and with the implementation of mitigation measures, the impacts would no longer be significant.

Environmental Element	Impacts Summary	Relevance to Children's Health and Safety
Parks, Recreation, and Open Space	The guideway requires the relocation of Joe Stefani Elementary School associated with the Castle Commerce Center HMF site. There would be no impacts with any of the other HMF sites.	Although there would be significant impacts related to park acquisition, mitigation would require the development of replacement park property, so no impacts related to children's health and safety are expected.

3.3.5 Project Design Features

The Authority has considered avoidance and minimization measures as part of project design that are consistent with the Statewide Program EIR/EIS (Authority and FRA 2005) and Bay Area to Central Valley Program EIR/EIS commitments (Authority and FRA 2008).

3.3.6 Mitigation Measures

The Statewide Program EIR/EIS mitigation strategies have been refined and adapted for this project-level EIR/EIS. The evaluation of impacts in this TM is based largely on impacts identified in the following sections of the Merced to Fresno Section EIR/EIS:

- Section 3.2, Transportation.
- Section 3.3, Air Quality and Global Climate Change.
- Section 3.4, Noise and Vibration.
- Section 3.5, Electromagnetic Fields and Electromagnetic Interference.
- Section 3.8, Hydrology and Water Resources.
- Section 3.10, Hazardous Materials and Wastes.
- Section 3.11, Safety and Security.
- Section 3.15, Parks, Recreation, and Open Space.
- Section 3.18, Cumulative Impacts.

These sections include mitigation measures that would minimize or avoid some of the children's health and safety impacts identified in this analysis. Those mitigation measures are assumed for impacts on those resources. In addition, other sections of the Merced to Fresno Section EIR/EIS, including Section 3.12, Socioeconomics, Communities, and Environmental Justice, contain a number of measures and BMPs that will be implemented and these would also further minimize or avoid impacts on children's health and safety.

4.0 References

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ATTACHMENT 1

Station Areas with Zero Population

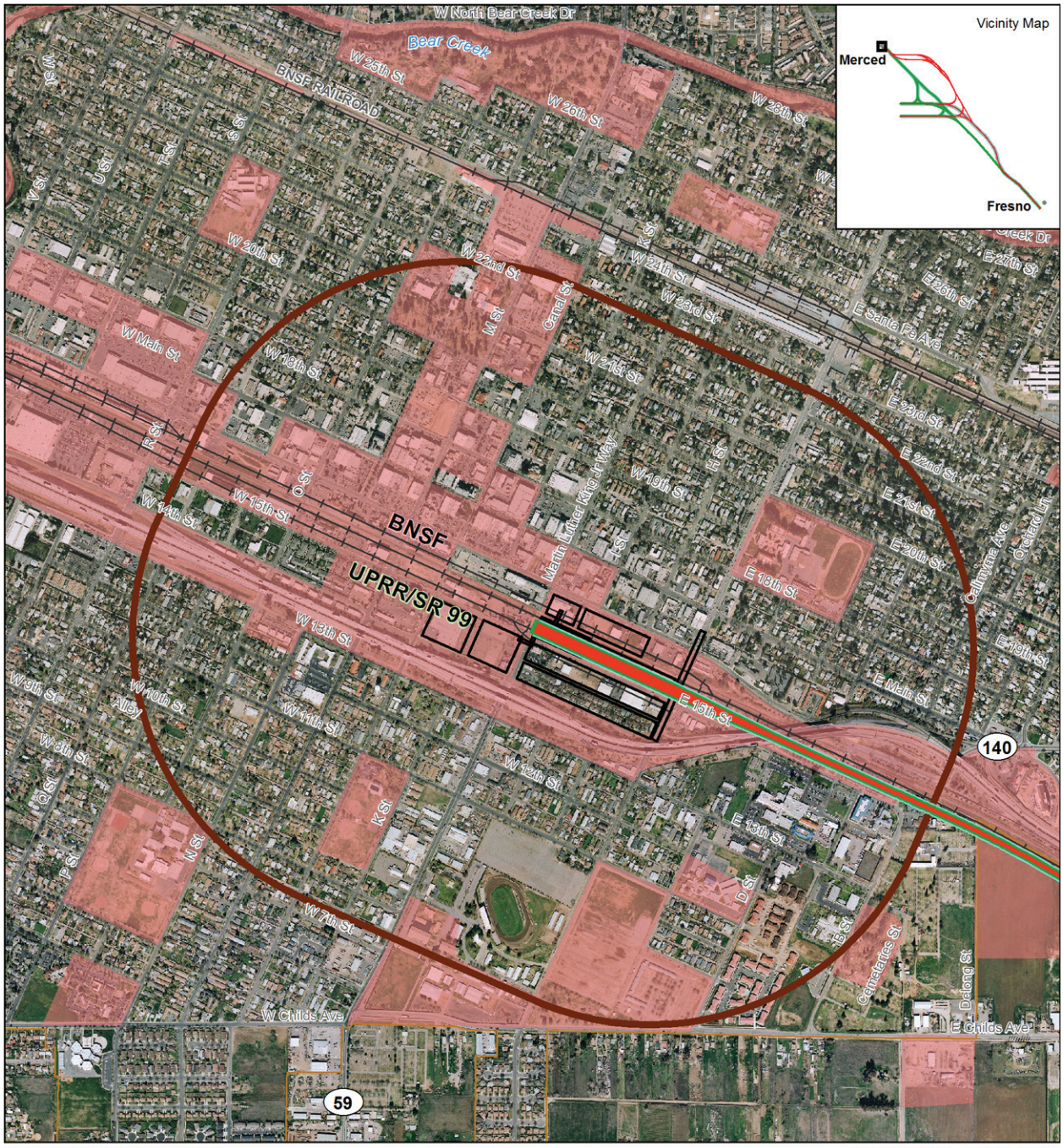
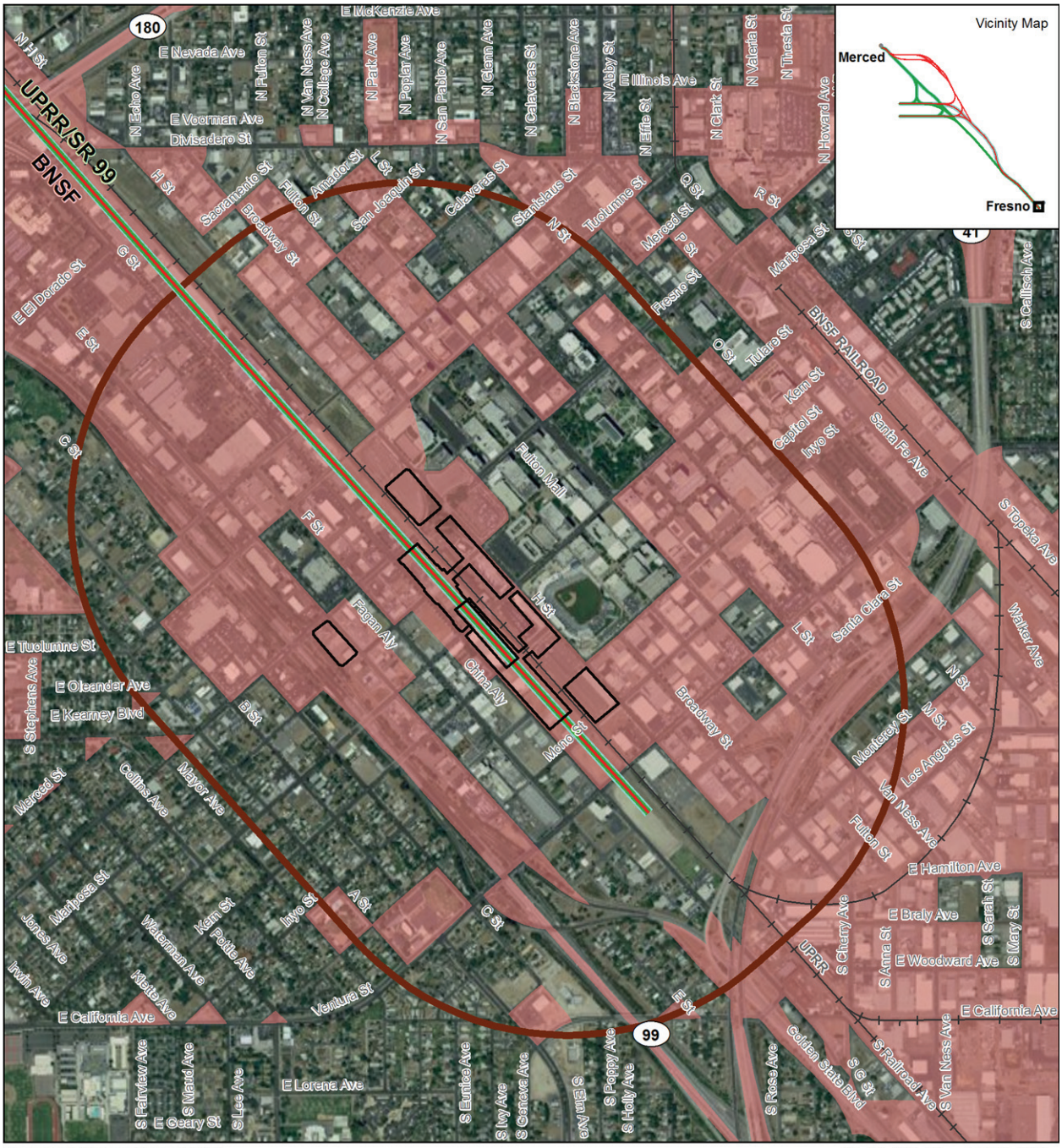


Figure 1-1A
Merced Downtown Station – Areas with Zero Population



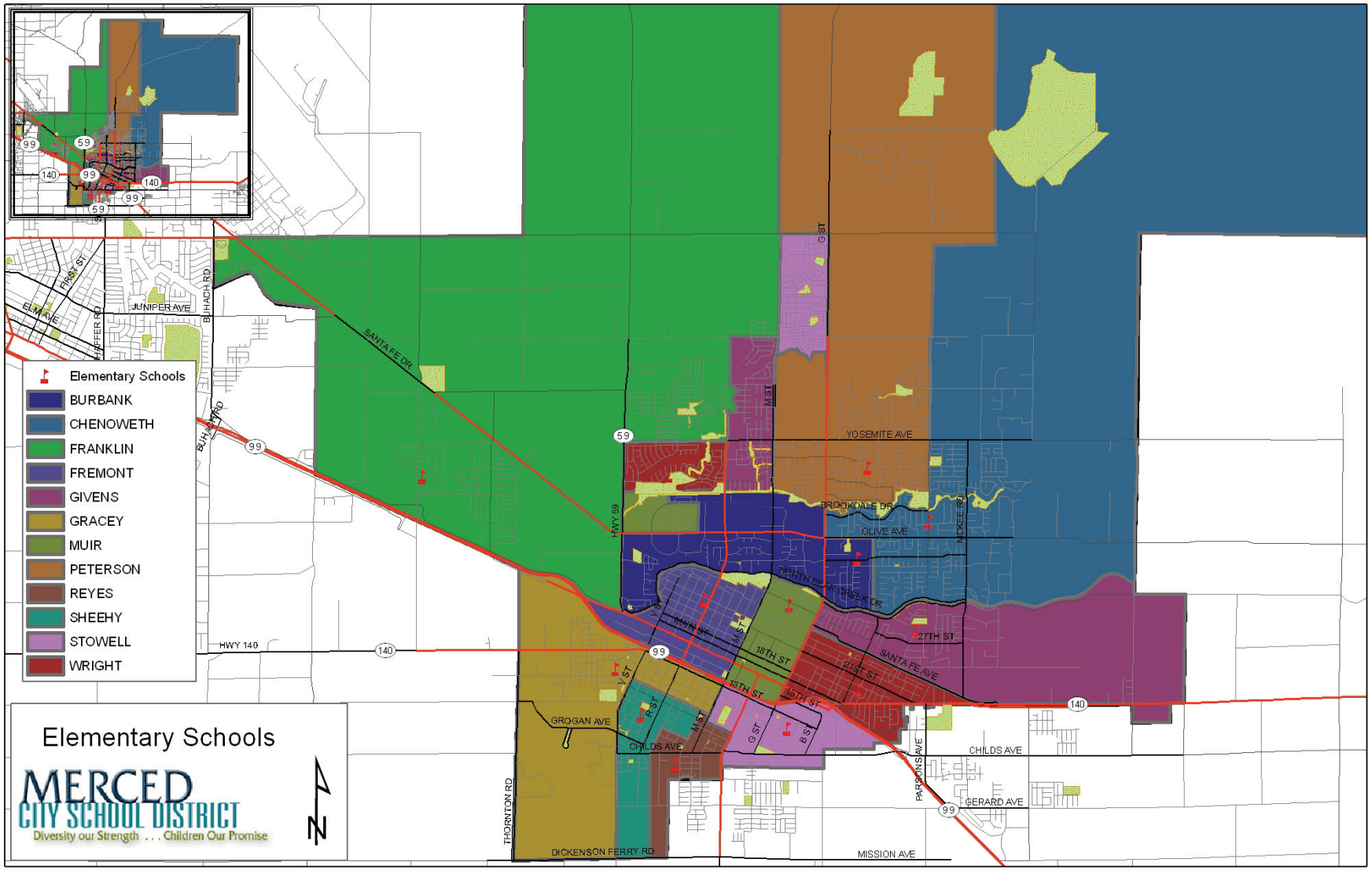
Source: U.S. Census Bureau (2010).

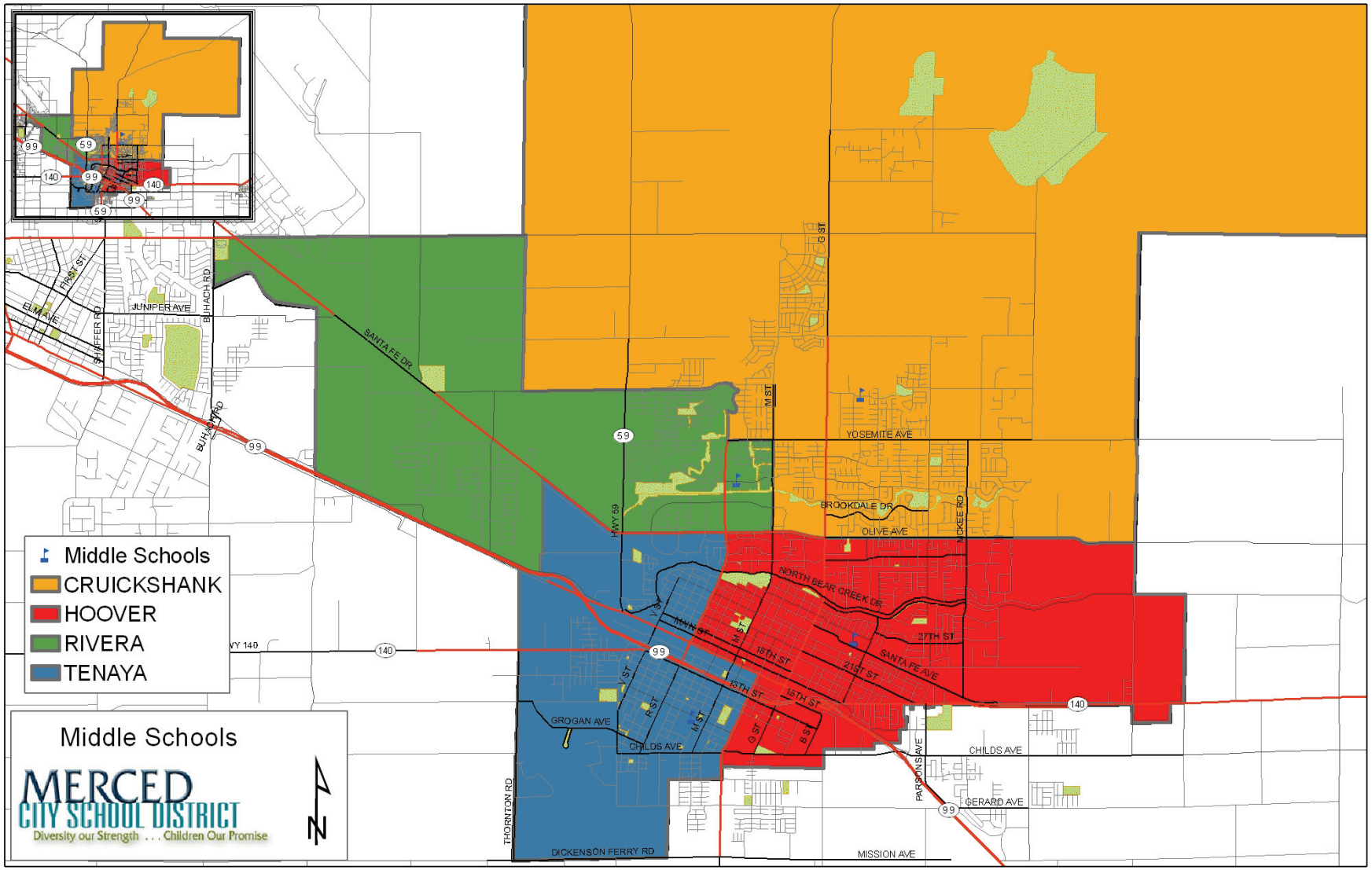
MF_TR_SJC_08 Feb 01, 2012

Figure 1-1B
Fresno Downtown Station – Areas with Zero Population

ATTACHMENT 2

School District Boundaries


Elementary Schools
BURBANK
CHENOWETH
FRANKLIN
FREMONT
GIVENS
GRACEY
MUIR
PETERSON
REYES
SHEEHY
STOWELL
WRIGHT
Elementary Schools
MERCED
CITY SCHOOL DISTRICT
Diversity our Strength . . . Children Our Promise
N
SANTA FE DR
JUNIPER AVE
ELM AVE
FIRST ST
BUHACH RD
HWY 99
HWY 59
HWY 140
YOSEMITE AVE
BROOKDALE DR
OLIVE AVE
NORTH GLEN CREEK DR
MAIN ST
18TH ST
21ST ST
27TH ST
SANTA FE AVE
GROGAN AVE
CHILDS AVE
THORNTON RD
DICKENSON FERRY RD
PARSONS AVE
GERARD AVE
MISSION AVE
G ST
M ST
V ST
R ST
B ST
NICKEL RD


Middle Schools
CRUICKSHANK
HOOVER
RIVERA
TENAYA
Middle Schools
MERCED
CITY SCHOOL DISTRICT
Diversity our Strength . . . Children Our Promise
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SANTA FE DR
JUNIPER AVE
ELM AVE
FIRST ST
BUHACH RD
HWY 59
M ST
G ST
YOSEMITE AVE
BROOKDALE DR
OLIVE AVE
MCKEE RD
NORTH BEAR CREEK DR
MAIN ST
18TH ST
21ST ST
27TH ST
SANTA FE AVE
16TH ST
15TH ST
GROGAN AVE
CHILDS AVE
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59
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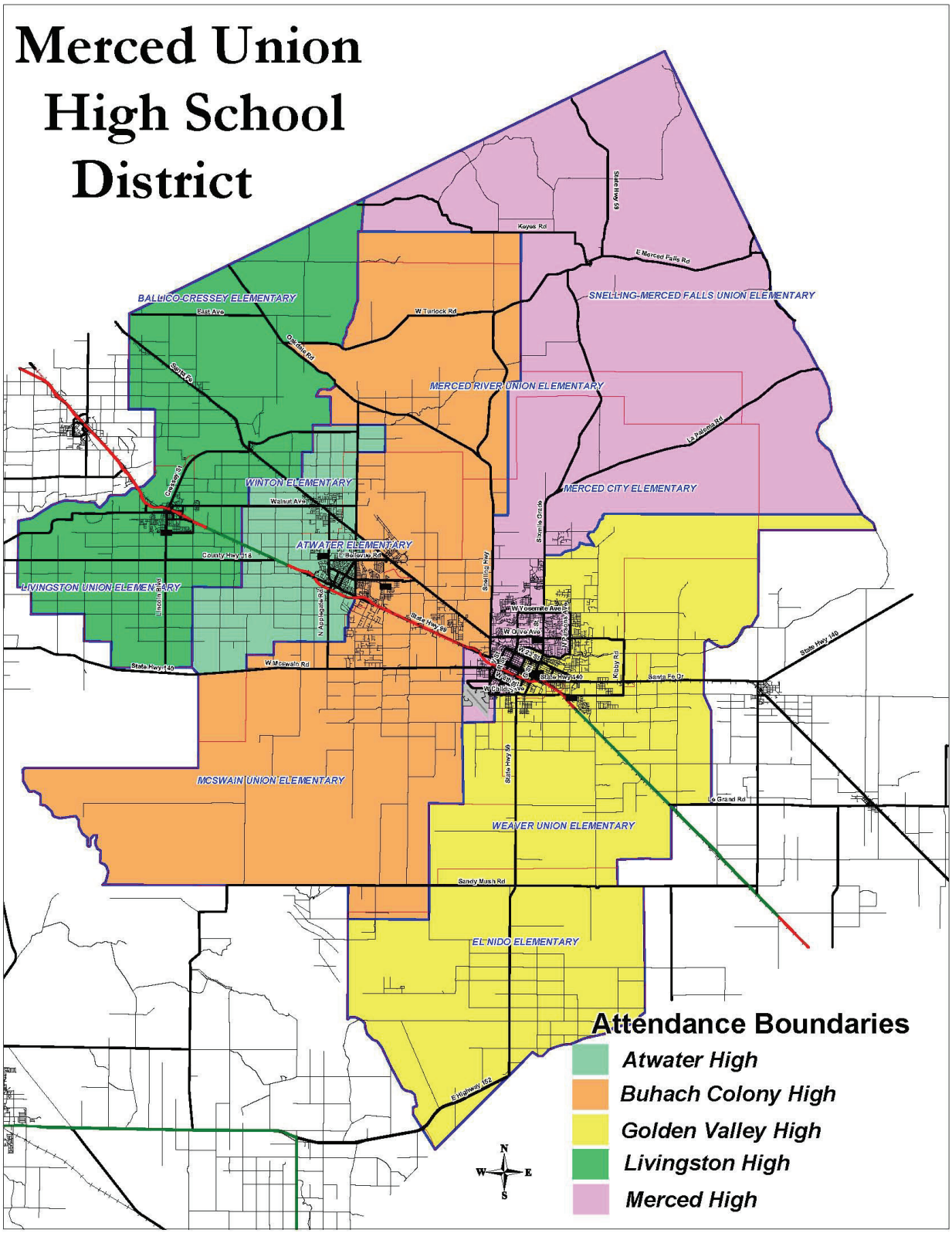
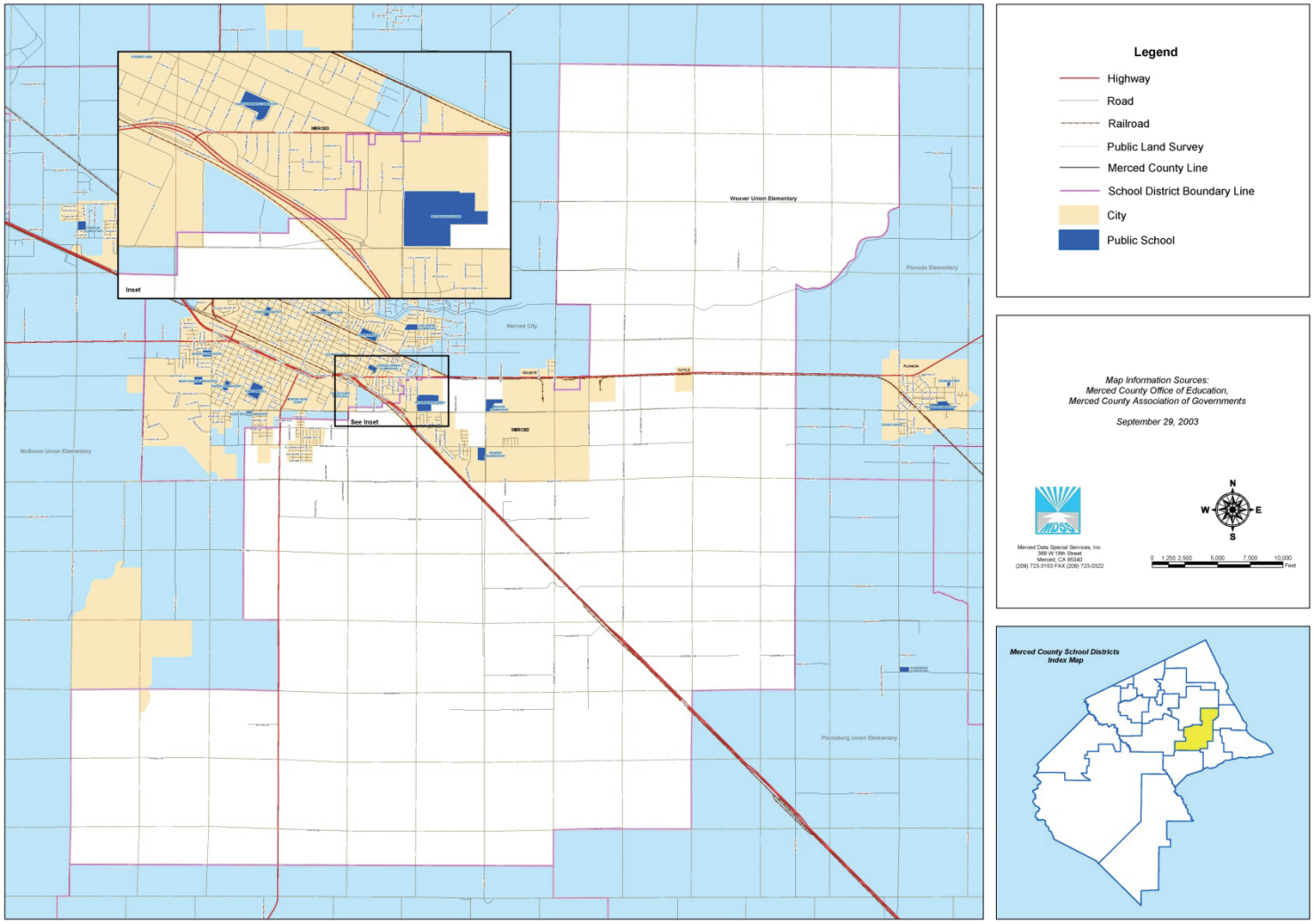

Merced Union High School District
BALLICO-CRESSEY ELEMENTARY
SNELLING-MERCED FALLS UNION ELEMENTARY
MERCED RIVER UNION ELEMENTARY
WINTON ELEMENTARY
MERCED CITY ELEMENTARY
ATWATER ELEMENTARY
LIVINGSTON UNION ELEMENTARY
MCSWAIN UNION ELEMENTARY
WEAVER UNION ELEMENTARY
EL NIDO ELEMENTARY
Keyes Rd
E Merced Falls Rd
W Turlock Rd
East Ave
Santa Fe
Cressey St
Walnut Ave
County Hwy 416
Lincoln Blvd
State Hwy 140
W Mcewen Rd
N Applegate Rd
El Balcoine Rd
Shelling Hwy
Sixmile Grade
W Yosemite Ave
W Olive Ave
Kibby Rd
Santa Fe Dr
La Paloma Rd
State Hwy 59
Le Grand Rd
Sandy Mush Rd
E Highway 152
Attendance Boundaries
Atwater High
Buhach Colony High
Golden Valley High
Livingston High
Merced High
N
W
E
S

WEAVER UNION ELEMENTARY SCHOOL DISTRICT



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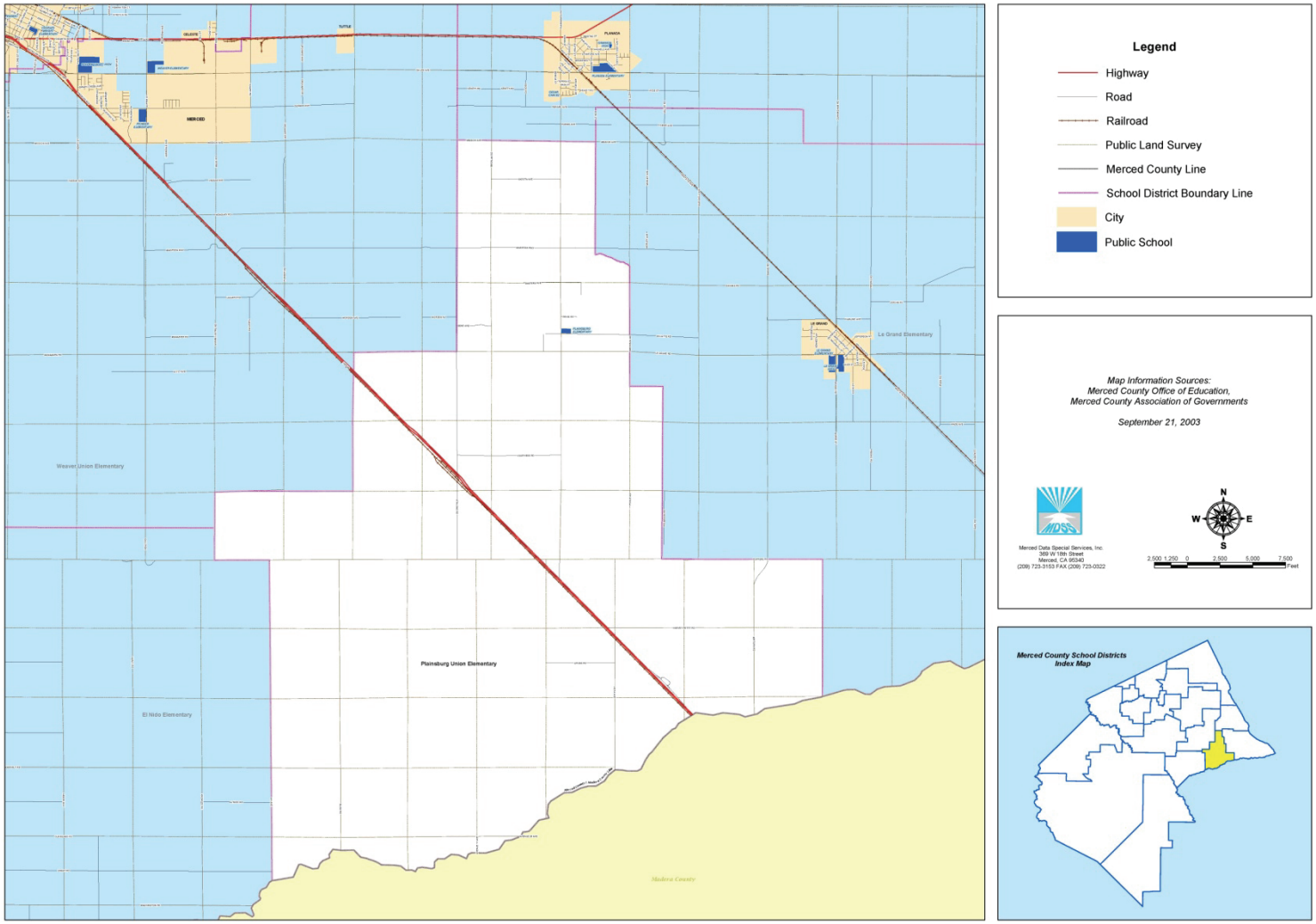

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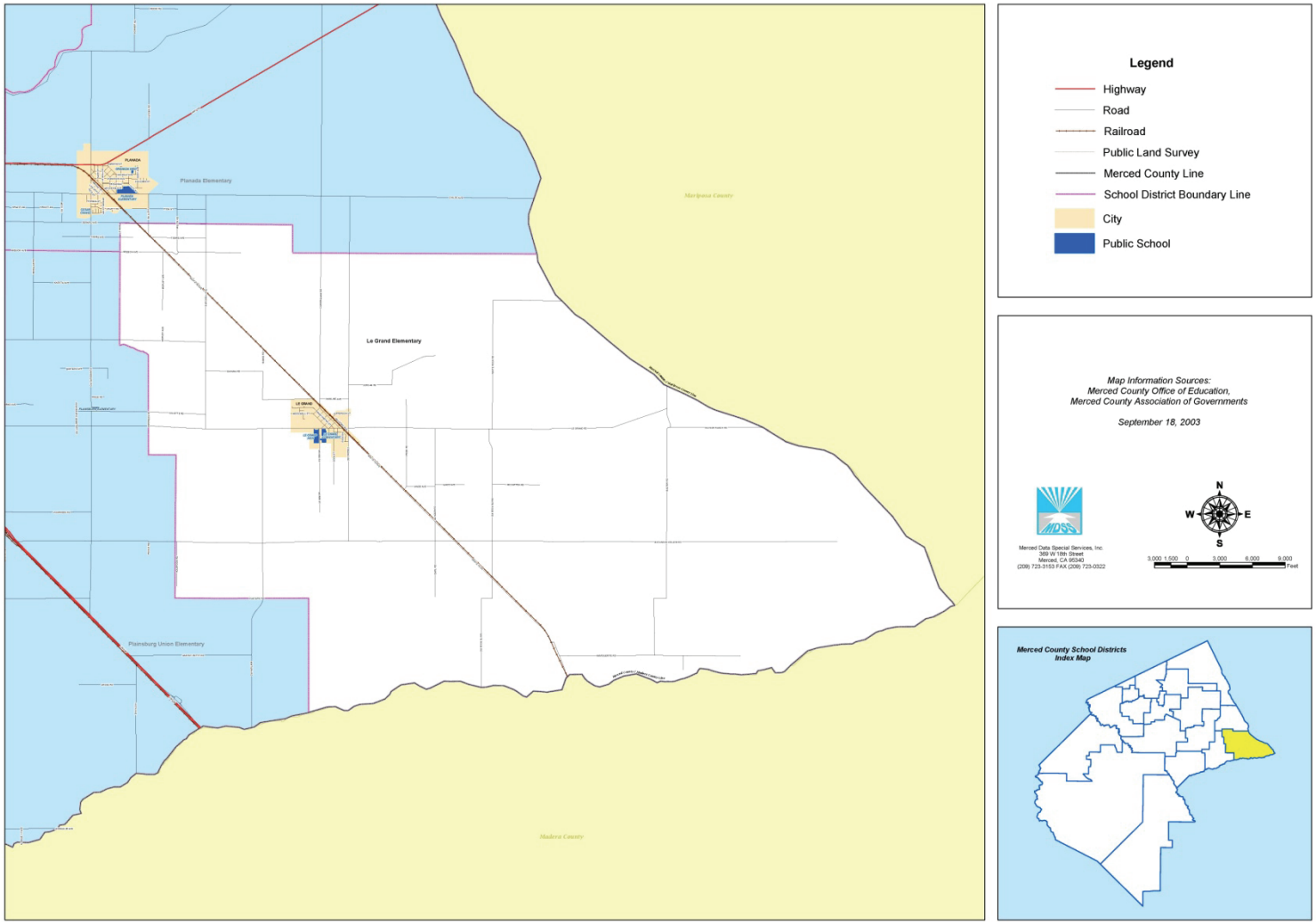
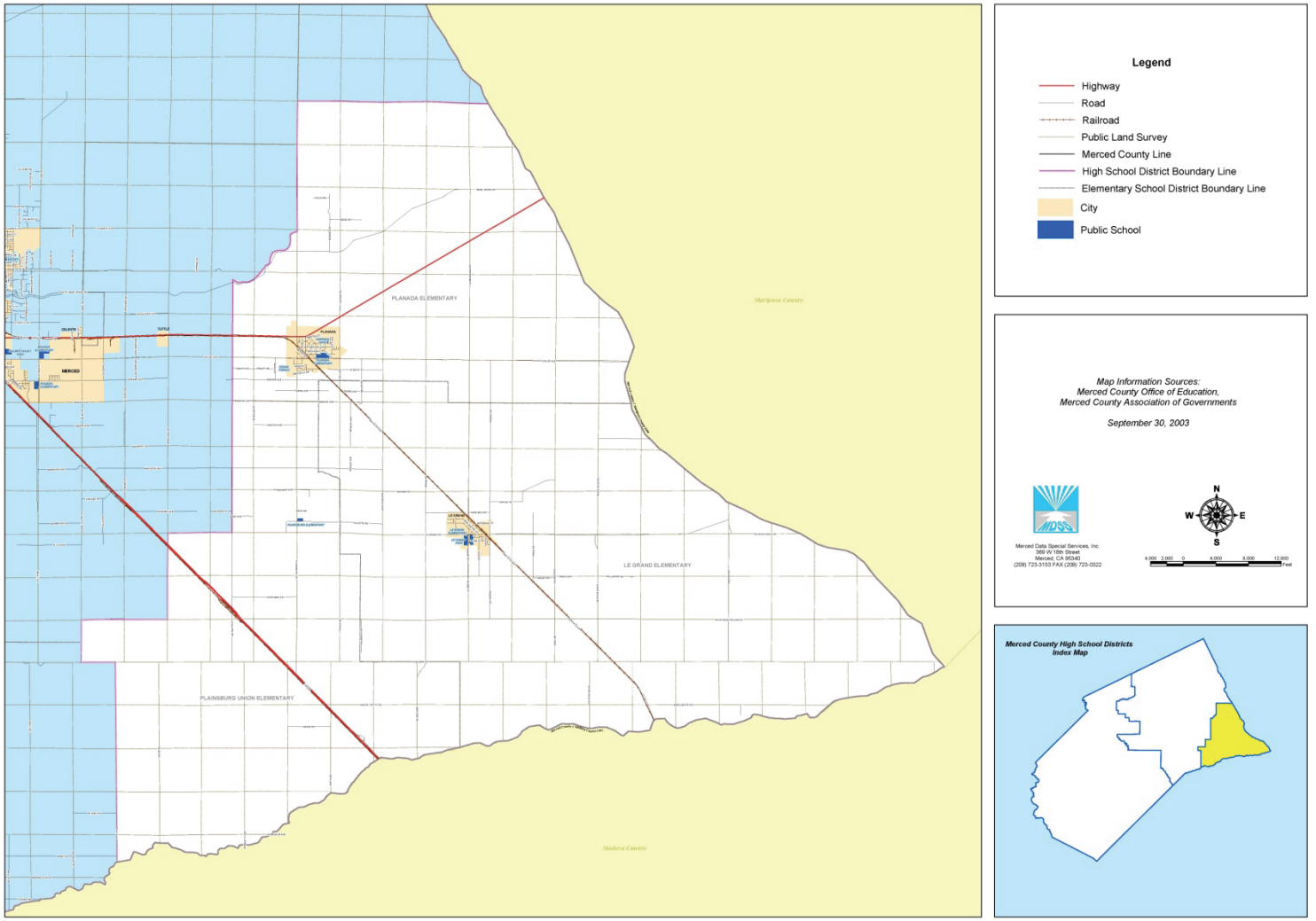
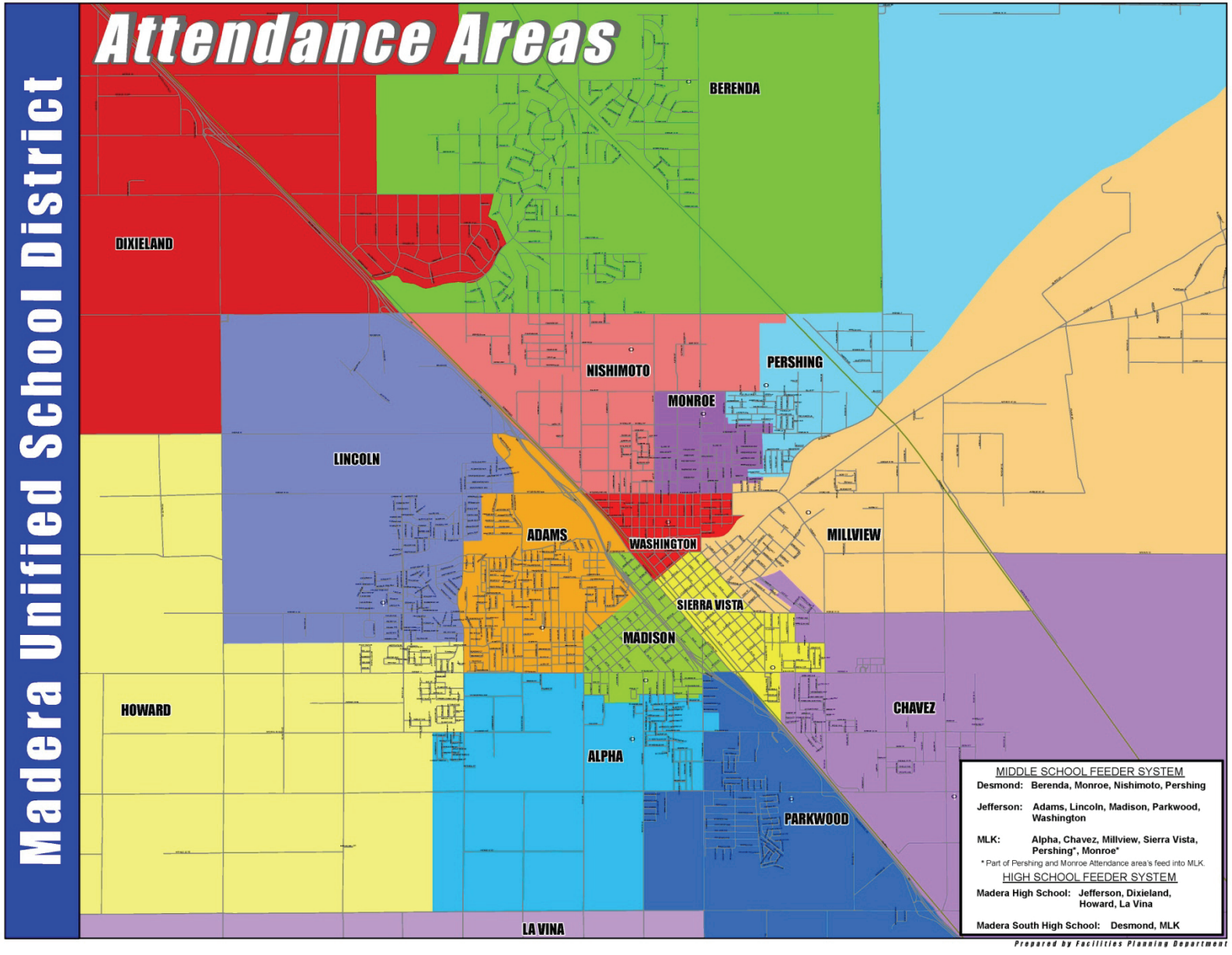


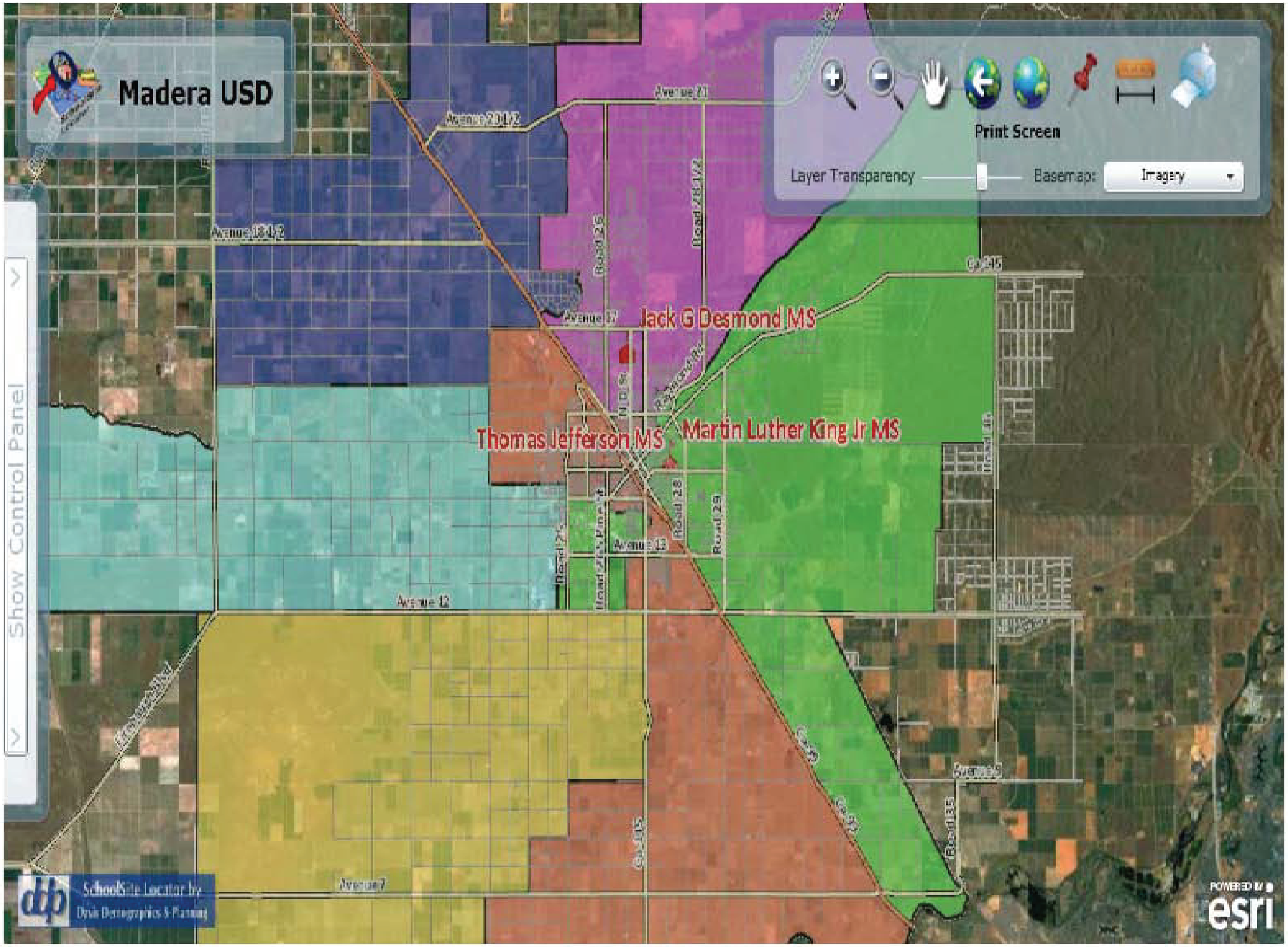
LE GRAND HIGH SCHOOL DISTRICT




Madera Unified School District
Attendance Areas
BERENDA
DIXIELAND
NISHIMOTO
PERSHING
MONROE
LINCOLN
ADAMS
WASHINGTON
MILLVIEW
SIERRA VISTA
MADISON
HOWARD
CHAVEZ
ALPHA
PARKWOOD
LA VINA
MIDDLE SCHOOL FEEDER SYSTEM
Desmond: Berenda, Monroe, Nishimoto, Pershing
Jefferson: Adams, Lincoln, Madison, Parkwood, Washington
MLK: Alpha, Chavez, Millview, Sierra Vista, Pershing*, Monroe*
* Part of Pershing and Monroe Attendance area's feed into MLK.
HIGH SCHOOL FEEDER SYSTEM
Madera High School: Jefferson, Dixieland, Howard, La Vina
Madera South High School: Desmond, MLK
Prepared by Facilities Planning Department

SchoolSite Locator by Davis Demographics

Page 1 of 1



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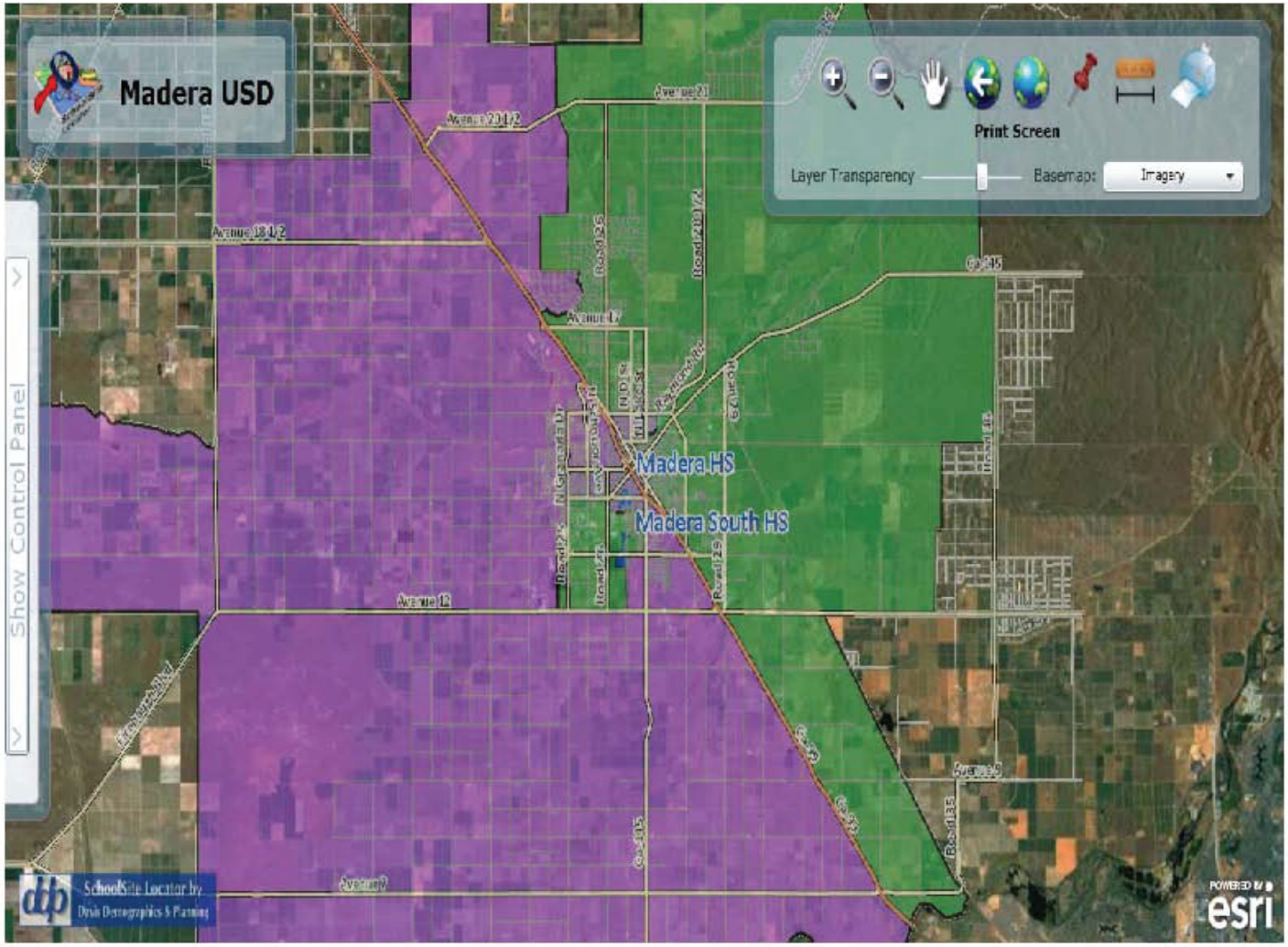
1/31/2012


Madera USD
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Basemap:
Imagery
Show Control Panel
Madera HS
Madera South HS
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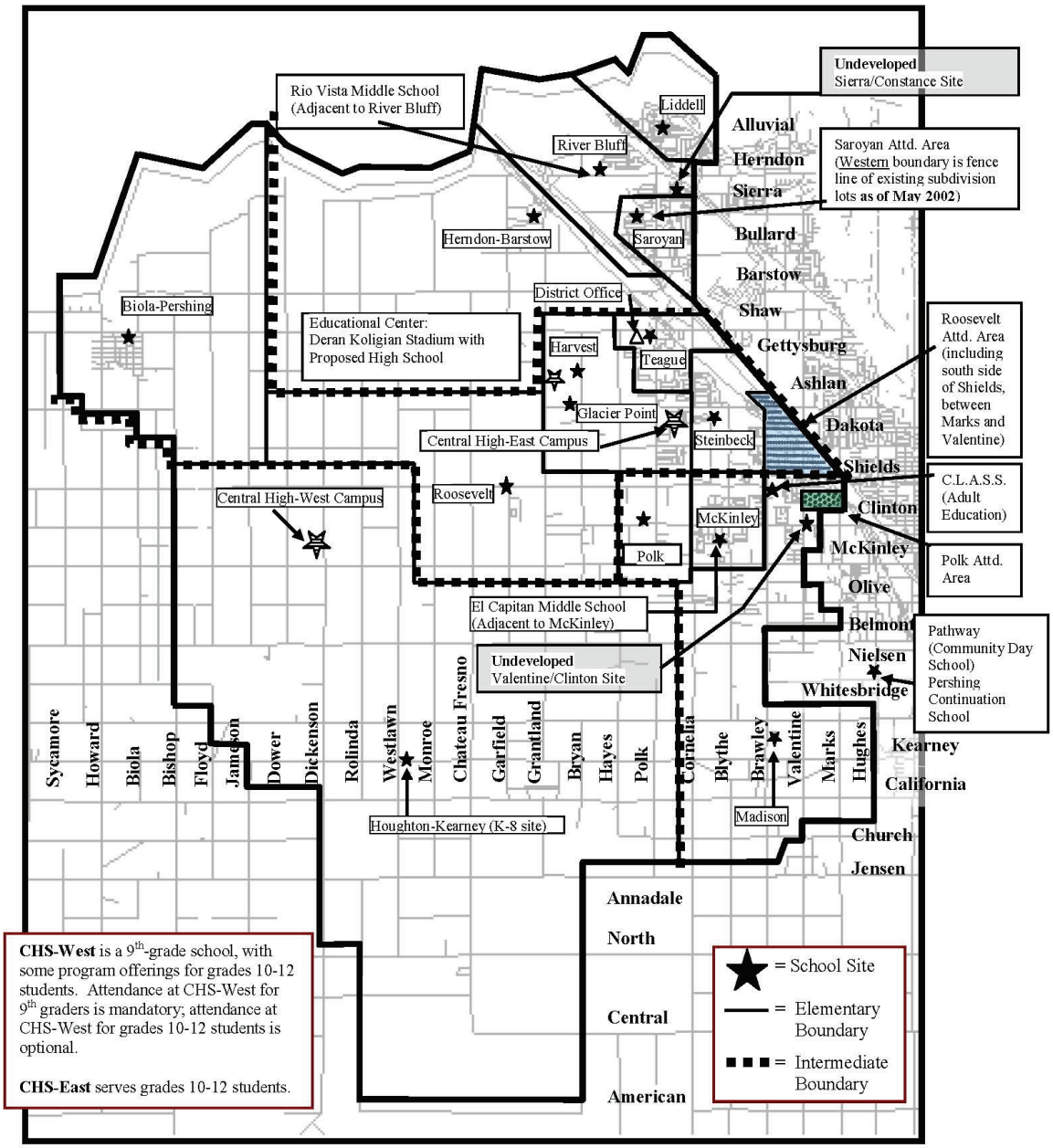
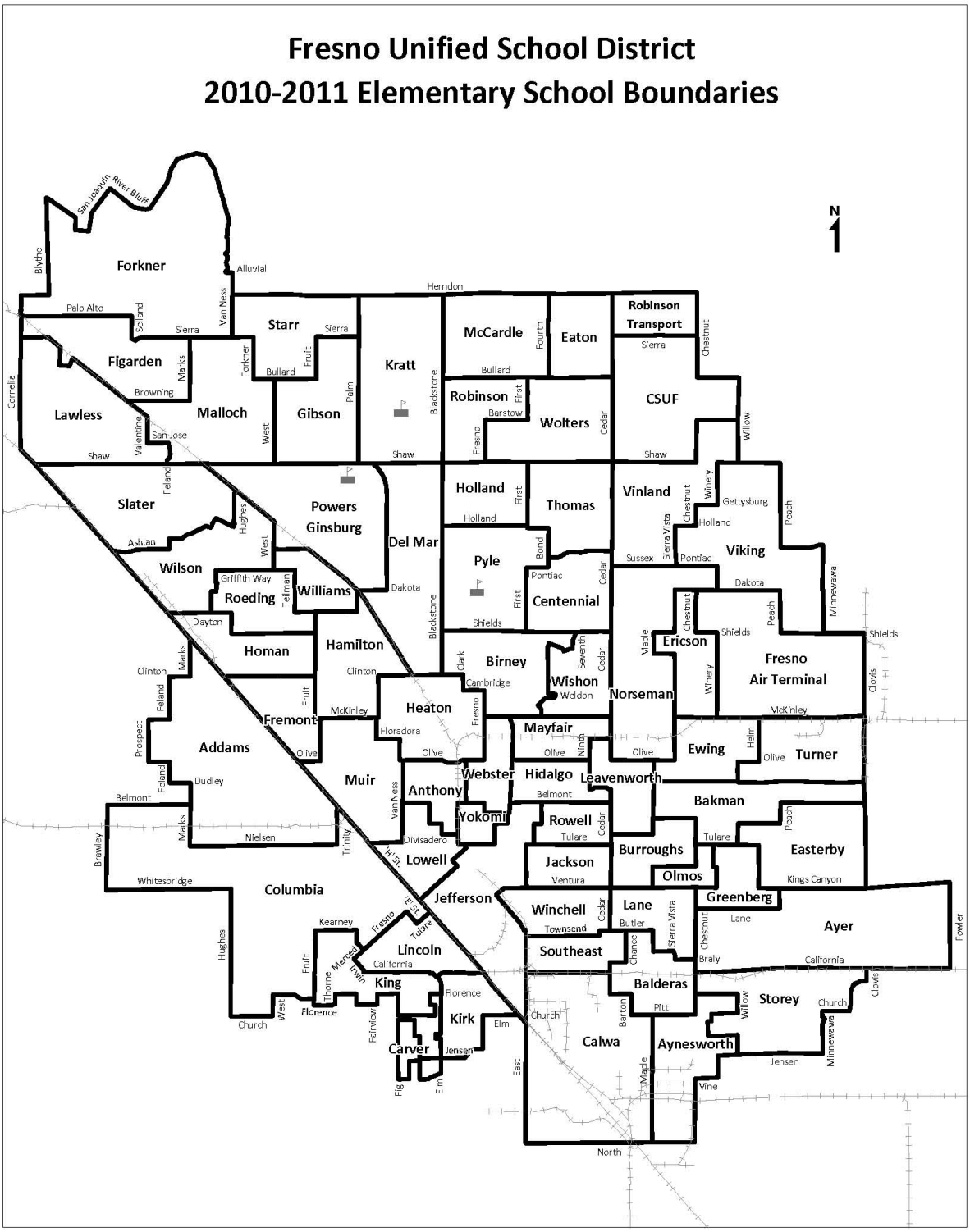
Avenue 20 1/2
Avenue 18 1/2
Avenue 12
Avenue 9
Road 26
Road 27
Road 29
Road 33
Road 135
SchoolSite Locator by
Davis Demographics & Planning
POWERED BY
esri

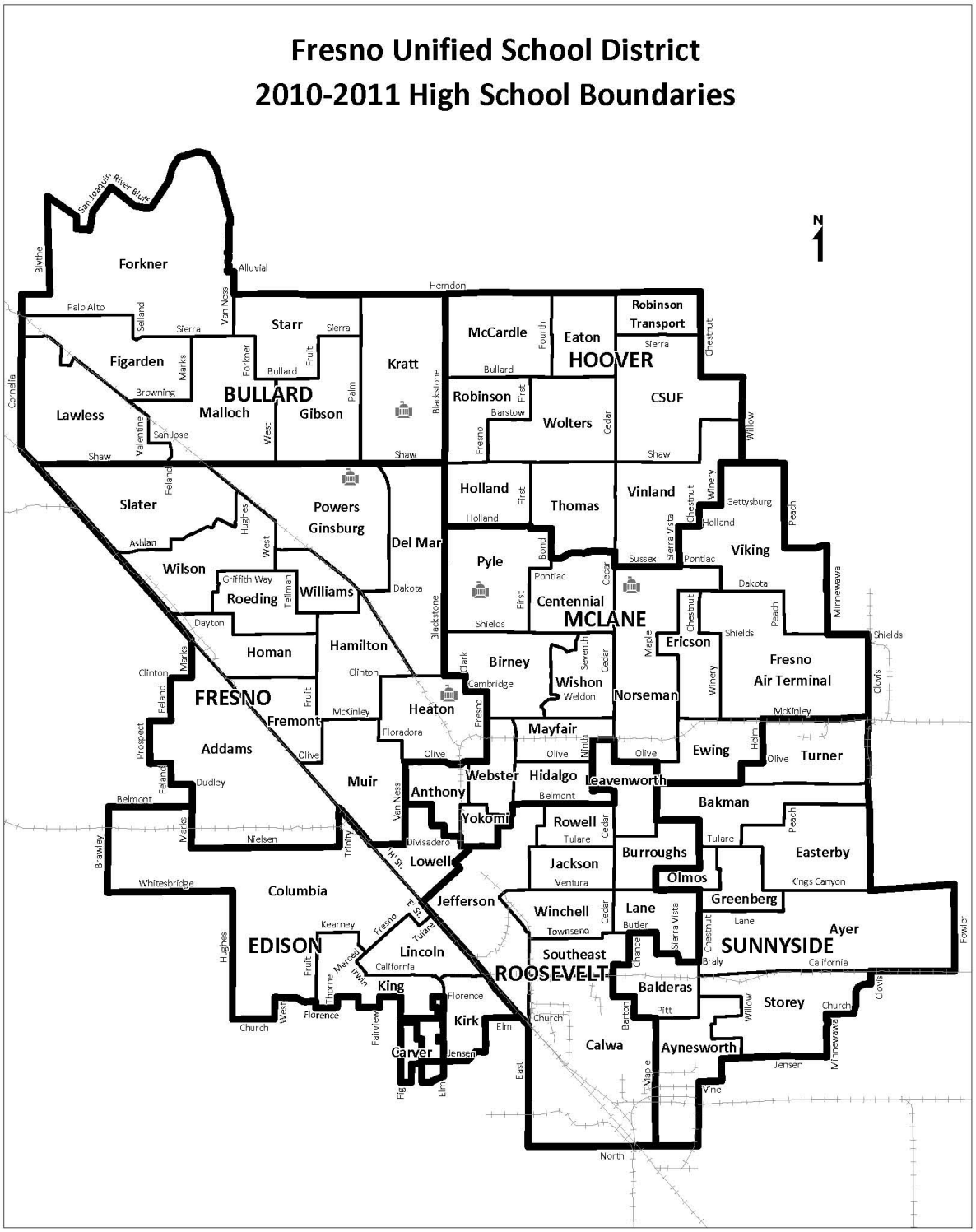
CENTRAL UNIFIED SCHOOL DISTRICT

ATTENDANCE AREA MAP

Effective 2011-2012 School Year
Please note that this map is subject to change




Fresno Unified School District
2010-2011 Elementary School Boundaries
N
Forkner
Starr
McCardle
Eaton
Robinson Transport
Figarden
Kratt
Lawless
Malloch
Gibson
Robinson
Wolters
CSUF
Slater
Powers Ginsburg
Holland
Thomas
Vinland
Del Mar
Pyle
Viking
Wilson
Roeding
Williams
Centennial
Homan
Hamilton
Birney
Ericson
Fresno Air Terminal
Wishon
Norseman
Fremont
Heaton
Mayfair
Addams
Muir
Webster
Hidalgo
Leavenworth
Ewing
Turner
Anthony
Bakman
Yokomi
Rowell
Lowell
Jackson
Burroughs
Easterby
Columbia
Jefferson
Olmos
Winchell
Lane
Greenberg
Ayer
Lincoln
Southeast
King
Balderas
Storey
Kirk
Calwa
Carver
Aynesworth
- Bullard TALENT - Manchester GATE - Baird
Revised June 2010 - Department of Facilities Management and Planning


Fresno Unified School District
2010-2011 High School Boundaries
N
Forkner
Starr
McCardle
Eaton
Robinson Transport
HOOVER
Figarden
Kratt
BULLARD
Malloch
Gibson
Robinson
Wolters
CSUF
Lawless
Slater
Powers Ginsburg
Del Mar
Holland
Thomas
Vinland
Viking
Wilson
Roeding
Williams
Pyle
Centennial
MCLANE
Homan
Hamilton
Birney
Wishon
Norseman
Ericson
Fresno Air Terminal
FRESNO
Heaton
Fremont
Mayfair
Addams
Muir
Webster
Hidalgo
Leavenworth
Ewing
Turner
Anthony
Bakman
Yokomi
Rowell
Burroughs
Easterby
Lowell
Jackson
Olmos
Columbia
Jefferson
Winchell
Lane
Greenberg
EDISON
Lincoln
Southeast
SUNNYSIDE
Ayer
ROOSEVELT
Balderas
King
Storey
Kirk
Calwa
Carver
Aynesworth
- Bullard TALENT - Manchester GATE - Baird
- Duncan Polytechnical High School - DeWolf Continuation High School
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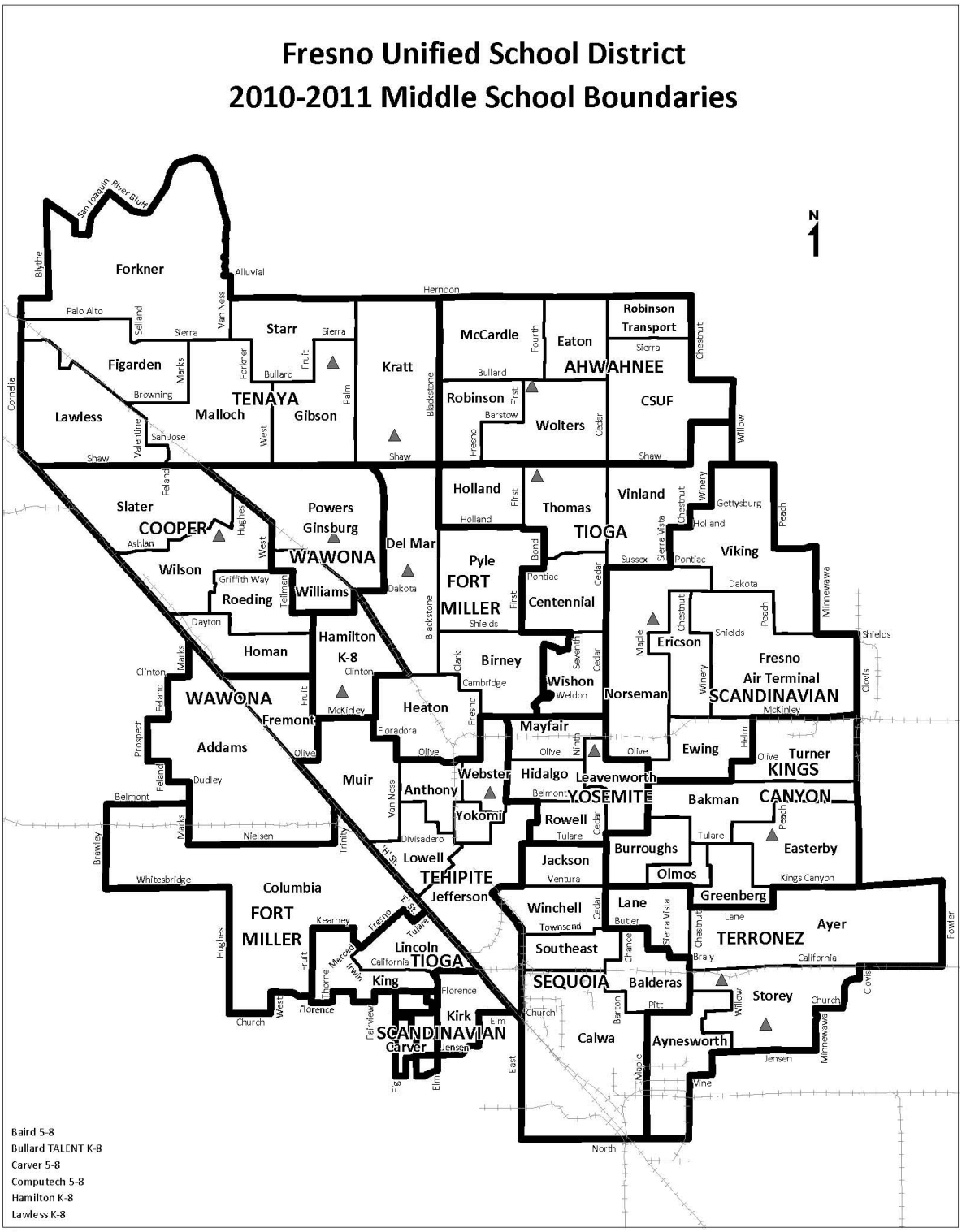
Fresno Unified School District
2010-2011 Middle School Boundaries
N
1
Forkner
Starr
McCardle
Eaton
Robinson Transport
AHWAHNEE
Figarden
Kratt
Robinson
CSUF
Lawless
Malloch
TENAYA
Gibson
Wolters
Slater
COOPER
Powers Ginsburg
WAWONA
Del Mar
Holland
Thomas
Vinland
TIOGA
Viking
Wilson
Roeding
Williams
Pyle
FORT MILLER
Centennial
Hamilton K-8
Homan
Birney
Wishon
Ericson
Fresno Air Terminal
SCANDINAVIAN
Norseman
Addams
Fremont
Heaton
Mayfair
Ewing
Turner KINGS
Muir
Webster
Hidalgo
Leavenworth
YOSEMITE
Bakman
CANYON
Anthony
Yokomi
Rowell
Lowell
TEHIPITE
Jackson
Burroughs
Easterby
Olmos
Columbia
Jefferson
Winchell
Lane
Greenberg
FORT MILLER
Lincoln
TIOGA
Southeast
TERRONEZ
Ayer
King
SEQUOIA
Balderas
Storey
Kirk
SCANDINAVIAN
Carver
Calwa
Aynesworth
Baird 5-8
Bullard TALENT K-8
Carver 5-8
Computech 5-8
Hamilton K-8
Lawless K-8
School Site
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