

2020 Regional Transportation Improvement Program

Fiscal Years 2020/21 through 2024/25



**Fresno Council of Governments
2035 Tulare Street Suite 201
Fresno, CA 93721
www.fresnocog.org**

December 12, 2019

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, (MS-52)
Sacramento, CA 95814

Subject: 2020 Regional Transportation Improvement Program for Fresno Council of Governments

Dear Ms. Bransen,

Consistent with the guidance provided by the California Transportation Commission, the Fresno Council of Governments (Fresno COG) has adopted Resolution 2019-34 setting forth the 2020 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission and inclusion in the 2020 State Transportation Improvement Program (STIP).

Attached is Fresno COG's proposed 2020 Regional Transportation Improvement Program packet.

The proposed 2020 RTIP is consistent with Fresno COG's approved 2018 Regional Transportation Plan and Sustainable Communities Strategies. To the best of Fresno COG's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Thank you for your consideration in this matter. If you have any questions, please feel free to contact Jennifer Soliz, Associate Regional Planner, at (559) 233-4148 Extension 223.

Sincerely,



TONY BOREN, Executive Director
Fresno Council of Governments

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno



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cc: Sharri Bender Ehlert, Caltrans District 6
cc: Mitch Weiss, CTC
cc: Teresa Favila, CTC
cc: Bruce De Terra, Caltrans Division of Transportation Programming

City of Clovis
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City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Fresno Region has a policy of leveraging state and federal funding on major improvements by partnering with our local sales tax, Measure C. As in previous STIP cycles, this plan reflects the partnership among Fresno COG, the Fresno County Transportation Authority, Caltrans, and the California Transportation Commission that enables the region to maximize project delivery with a combination of local Measure C, state and federal resources. The Commission has adopted the 2020 STIP Fund Estimate. The estimates from Fiscal Years 2020/21 through 2024/25 provide our region with a target of \$49,294,000. The 2020 RTIP submittal programs our target funding of \$49,294,000 million in STIP County Shares bringing the total programmed for the Fresno Region to \$75,451,000. Fresno COG's 2020 RTIP proposed projects include the following projects:

South Fresno Interchange: Approximately \$3 million in 2018 STIP funds were programmed to environmentally clear three obsolete "half" interchanges along State Route 99. These interchanges are: North/Cedar, Central/Chestnut, and American Avenue. This project has been obligated and environmental work may be complete as early as FY 2020-21. The City of Fresno and Caltrans have requested that Fresno COG defer the Central/Chestnut interchange to a future date and proceed with North/Cedar and American Avenue interchanges as one project and still known as the South Fresno Interchange project. The Measure C Expenditure Plan will reserve funding to begin design and right-of-way acquisition in FY 2020-21 using Measure C funding. RTIP funds will be used on construction, which is planned in FY 2023-24. The total project cost is expected to be \$148.5 million. Fresno COG is requesting \$42.3 million in additional STIP county shares.

SR 41 Excelsior Expressway: This project widens 24 lane miles of SR 41 between Elkhorn Avenue and the Kings County Line, completing the improvement begun under the original measure. The primary funding comes from Caltrans' ITIP with a small component of the project being funded by RTIP funding. The ITIP will program construction with future ITIP funds. Total project costs have increased \$16.4 million to \$78.9 million. Additional RTIP funds of \$5.75 million are requested bringing the total Fresno County shares on the project to \$7,750,000.

Planning, Programming, & Monitoring (PPM): Fresno COG is requesting an additional \$399,000 per year for the final two years (2023-24/24-25) in the STIP, for a total of \$798,000. This is below the 5 percent PPM limitation the CTC allows. Over the five year STIP period, \$1.99 million is programmed for administering the federal aid and STIP process.

Programming in the 2020 RTIP also includes the following carryover projects that have not yet been allocated:

State Route (SR) 180 W – Freeway landscaping: This landscaping project is required mitigation for the SR 180 freeway extension west of SR 99 that was constructed by the original (1986-2006) Measure C program. The project has been carried over due to a lack of STIP funding. As a result of the delay, project costs have increased \$400,000 to \$6.29 million. With this cost

increase in mind, \$400,000 in additional STIP funds are requested in FY 2020-21, bringing the total committed STIP funds on the project to \$5.74 million.

Veterans Boulevard: STIP funds for Veterans Boulevard are programmed for construction in FY 2019-20; however, the City of Fresno has broken the project into five phases for better delivery. Phase 3 is construction of the actual interchange that includes \$14.6 million in STIP funds in FY 2020-21. This phase is being delayed due to construction sequencing of the various phases. As a result, Fresno will request an extension to FY 2020-21. Total project cost is estimated at \$139.8 million. No additional STIP funds are requested.

Section 2. General Information

- **Regional Agency Name**
Fresno Council of Governments (FCOG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <https://www.fresnocog.org/>

RTIP document link: <https://www.fresnocog.org/project/federal-transportation-improvement-program-ftip/>

RTP link: <https://www.fresnocog.org/project/regional-transportation-plan-rtp/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Tony Boren
Title Executive Director
Email tboren@fresnocog.org
Telephone 559-233-4148 ext. 204

- **RTIP Manager Staff Contact Information**

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City/State	Fresno, CA		
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Email	jsoliz@fresnocog.org		
Telephone	559-233-4148 ext. 223	Fax	559-233-9645

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Teresa Favila	Title	Associate Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
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Telephone	916-653-2064	Fax	916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Fresno COG's RTIP is developed through collaboration with Caltrans, Fresno County Transportation Authority, and its 16 member agencies. Fresno COG's policy for the RTIP is that 75% or more of the region's STIP county shares shall be used on projects from our local measure's expenditure plan tier I project list. This policy was created when the measure passed to ensure the regionally significant projects on the tier I project list were delivered as promised to the voters.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Approximately \$3 million in 2018 STIP funds were programmed to environmentally clear three obsolete "half" interchanges along State Route 99. These interchanges are: North/Cedar, Central/Chestnut, and American Avenue. This project has been allocated and environmental work may be complete as early as FY 2020-21. The South Fresno Interchange Project will be programmed for construction as submitted in the 2020 RTIP submittal.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	December 11, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

Fresno COG's policy for the RTIP is that 75% or more of the region's STIP county shares shall be used on projects from our local measure's expenditure plan Tier I project list. This policy was created when Measure C passed to ensure the regionally significant projects on the Tier I project list were delivered as promised to the voters. The Tier I project list, which includes current STIP candidates, was developed and vetted with a Measure C Oversight Committee and included on the ballot and passed by the voters. Subsequently, we update the plan every two years. The process goes through three advisory committees and two boards of elected officials, Fresno COG and Fresno County Transportation Authority. All meetings are publically noticed and public input is invited. In addition, the Transportation Authority has a public relations consultant that schedules public events periodically to communicate the "Promise of Measure C" to the public.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 6

Collaboration with Caltrans has always been a vital part of our process for developing the RTIP. Caltrans sits on our Policy Advisory Committee, which convenes monthly to advise the Fresno COG Board on transportation issues. Caltrans also sits as a cooperative member of our Policy Board and provides monthly input during formal meetings. Caltrans also attends the Technical Advisory Committee and board meetings for the Fresno County Transportation Authority, which is the implementing agency for our local sales tax measure and key partner in delivering major transportation projects for the region. As the statutory regional planning agency for the Fresno County Transportation Authority, Fresno COG develops the long range Regional Transportation Plan. This comprehensive 20-year plan includes major multimillion dollar improvements and all funding available to deliver these regional projects including local measure, regional transportation mitigation fees, State funds such as SHOPP, STIP, LPP, and federal funds including ARRA, STBG, CMAQ, or any other state, federal or local source applicable to the program. Since a significant portion of this program is dedicated to the state highway system, communication among Fresno COG, Caltrans and the Transportation Authority are frequent and at a high level. The results of this cooperative planning process is reflected by our success in leveraging the funds necessary to build out the network of freeways and connected highways in, out and through Fresno over the last thirty years. This current proposed RTIP included significant interaction with Caltrans as we are partnering on a Caltrans ITIP project, SR 41, requesting construction funding for a major interchange over SR 99, Veterans Blvd., and laying the groundwork to make a significant and much needed improvement to interchanges along SR 99, South Fresno Interchange Project.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

Per the adopted 2020 STIP fund estimate, the total target for the Fresno region through 2024/2025 is \$49,294,000 in programming capacity. Additionally, the Fresno region has carryover funding from the 2018 RTIP. Please refer to Appendices Section 17, Detailed Project Programming Summary Table, for more information.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
SR 180W Landscape Project	Landscape Mitigation	\$5,100,000
SR 41 Excelsior Expressway	Construct a 4-lane divided expressway from an existing 2-lane expressway and close a 6-mile unimproved gap.	\$5,750,000
South Fresno Interchange Project	Modify the existing interchanges along SR 99, American Avenue and North Avenue, utilizing standard interchange designs.	42,346,000
Planning, Programming, Monitoring – Fresno Council of Governments	Planning, Programming, and Monitoring	1,995,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Proposed 2020 RTIP	Total RTIP	Other Funding		
		ITIP	Measure C-Local	Total Project Cost
SR 180W Landscape Project	\$5,100,000			\$6,844,000
SR 41 Excelsior Expressway	\$5,750,000	\$52,500,000*		\$62,500,000
South Fresno Interchange Project	\$42,346,000		\$103,154,000	\$148,500,000
Planning, Programming, Monitoring	\$1,995,000			\$1,995,000
Totals	\$55,191,000	\$52,500,000	\$103,154,000	\$219,839,000

Notes: *Construction funding for the SR 41 Excelsior Expressway was delayed and not programmed in the 2020 ITIP however, it is anticipated to be programmed in future ITIPs.

Total project cost includes prior funding that is reflected in the Detailed Project Programming Summary Table, Appendices Section 17.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ITIP funding was previously allocated to the SR 41 Excelsior Expressway project for engineering and right of way phases. Construction funding was not programmed in the 2020 ITIP however, is anticipated to be programmed in future ITIPs.

Fresno COG's original measure built SR 41 out to Elkhorn, and Kings County has improved SR41 on the county line to Lemoore, leaving this six-mile, unimproved gap on the remaining segment in Fresno County. Fresno COG will continue to partner with Caltrans until this project is complete.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

There are no projects in the corridor that are planned or underway that will be impacted by the South Fresno Interchange Project or any other projects proposed in the 2020 RTIP.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The 2020 RTIP furthers the goals of Fresno COG's adopted 2018 RTP/SCS. At a regional level, Fresno COG's adopted 2018 RTP/SCS meets the recommended GHG reduction targets set forth by the California Air Resources Board, reduces per capita VMT (as shown in table B1), and the projects proposed in the 2020 RTIP are consistent with the goals, policies and funding capacity demonstrated in the RTP/SCS. The RTIP is one of various funding sources the region relies upon to support transportation projects that support the goals of Fresno COG's RTP/SCS. These goals include:

Goal 1: An efficient, safe, integrated, multimodal transportation system

Goal 2: Support cooperative efforts between local, state, federal agencies and the public to plan, develop and manage our transportation system

Goal 3: Achieve a safe transportation system for all motorized and non-motorized users on all public roads in Fresno County

Goal 4: An integrated and efficient highways, streets and roads network

Goal 5: Utilize a partnership of federal, state, regional, local, community, and industry stakeholders to move freight on a safe, integrated, modern, efficient, and resilient system that contributes to the Fresno Region's economy, jobs, and healthy, livable communities

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	24.85	24.52
	Percent of congested VMT (at or below 35 mph)	11.98%	11.58%
	Commute mode share (travel to work or school)	Auto:92.3% Transit: 1.8% Walk: 4.6% Bike: 1.3%	Auto:90.1% Transit: 2.8% Walk: 5.5% Bike: 1.6%
Infrastructure Condition	Percent of distressed state highway lane-miles	4.29% (2016)	n/a
	Pavement Condition Index (local streets and roads)	n/a	n/a
	Percent of highway bridges by deck area classified in Poor condition	0.84% (2017)	n/a
	Percent of transit assets that have surpassed the FTA useful life period	21% (2017)	n/a
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	1.6	n/a
	Accessibility and on-time performance for rail and transit	n/a	n/a
Safety	Fatalities and serious injuries per capita	11.9/37.9 (per 100,000)	n/a
	Fatalities and serious injuries per VMT	1.294/4.118 (per 100 million)	n/a
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	8.68% housing / 20.6% jobs	n/a
	Mean commute travel time (to work or school)	20.0 minutes	20.4 minutes

	Farebox recovery ratio	0.203 (2017)	n/a
Environmental Sustainability	Change in acres of agricultural land	n/a	-38.2 acres
	CO ₂ emissions reduction per capita	n/a	-10%

Section 11. Regional and Statewide Benefits of RTIP

The projects programmed in the 2020 RTIP provide both regional and statewide benefits. The projects will contribute to an efficient, safe, integrated and sustainable transportation system. The transportation system plays an important role in the region's economy helping move both people and goods. The South Fresno Interchange project will serve an area planned for approximately 1,000 acres of industrial use. The area is already home to major fulfillment centers and has improved the region's economy by creating thousands of jobs. The region's unemployment rates have reduced drastically and the improvements of the South Fresno Interchange project will continue to serve the economic vitality for the region. The projects will include increased traffic capacity and operations and will accommodate the future transportation needs of the region. Key benefits for the proposed projects also include:

South Fresno Interchange Project – This project is a series of five interchanges that were designed as half interchanges allowing traffic to exit in one direction only. To get back on the freeway the traveler must find the corresponding on-ramp at the next interchange. Furthermore, the access and exit points are alternately connected to north/south, then east/west arterials, making it confusing to navigate. Caltrans no longer uses this 'half interchange' concept and has plans to replace the five half interchanges with three full interchanges. This will create significant economies of scale and the new interchanges will improve local circulation by having one central freeway access point for each location instead of multiple locations as currently designed. The project will improve safety along the SR 99 corridor by improving ingress/egress from the freeway to the local streets. Other benefits include increased traffic capacity and improved traffic operations which will reduce truck idling times which will help improve air quality.

SR 41 Excelsior Expressway Project – This project will improve the regional movement of freight and goods, and local farm to market travel. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. The project is consistent with the Transportation Concept Report and the Regional Transportation Plan. This project will provide for continuity of the Route 41 corridor, meet present and future vehicular and goods movement traffic demands, and bring the highway up to current design standards. It will include Complete Streets elements, such as, new shoulders and intersection improvements that could benefit pedestrian and bicycle mobility.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The cost-effectiveness of the RTIP on a regional level is based upon the following metrics and previously identified in Table B1. The programmed projects in the 2020 RTIP will improve traffic circulation and reduce congestion, enhance access and connectivity, improve regional movement of freight and goods and local farm to market travel, and improve safety.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	24.85	24.52
	Reduce Percent of congested VMT (at or below 35 mph)	11.98%	11.58%
	Change in commute mode share (travel to work or school)	Auto:92.3% Transit: 1.8% Walk: 4.6% Bike: 1.3%	Auto:90.1% Transit: 2.8% Walk: 5.5% Bike: 1.6%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	4.29% (2016)	n/a
	Improve Pavement Condition Index (local streets and roads)	n/a	n/a
	Reduce percent of highway bridge deck area in Poor Condition	0.84% (2017)	n/a
	Reduce percent of transit assets that have surpassed the FTA useful life period	21% (2017)	n/a
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	1.6	n/a
	Improve accessibility and on-time performance for rail and transit	n/a	n/a
Safety	Reduce fatalities and serious injuries per capita	11.9/37.9 (per 100,000)	n/a
	Reduce fatalities and serious injuries per VMT	1.294/4.118 (per 100 million)	n/a
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	8.68% housing / 20.6% jobs	n/a
	Reduce mean commute travel time (to work or school)	20.0 minutes	20.4 minutes
	Increase farebox recovery ratio	0.203 (2017)	n/a
Environmental Sustainability	Change in acres of agricultural land	n/a	-38.2 acres
	CO ₂ emissions reduction per capita	n/a	-10%

Section 13. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

Please refer to Appendices 15 and 18, Projects Programming Request (PPR) Forms and the following Cal B/C analysis for project level benefit evaluation.

District: **D6**

PROJECT: **North Ave Interchange**

EA:
PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$86.0
Life-Cycle Benefits (mil. \$)	\$73.0
Net Present Value (mil. \$)	-\$13.0
Benefit / Cost Ratio:	0.8
Rate of Return on Investment:	2.6%
Payback Period:	17 years

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$64.1	\$12.0	\$76.1	\$3.8
Veh. Op. Cost Savings	-\$2.7	-\$0.3	-\$2.9	-\$0.1
Accident Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Emission Cost Savings	-\$0.6	\$0.4	-\$0.2	-\$0.0
TOTAL BENEFITS	\$60.8	\$12.1	\$73.0	\$3.6
Person-Hours of Time Saved			8,297,494	414,875

Should benefit-cost results include:

- 1) Induced Travel? (y/n)
Default = Y
- 2) Vehicle Operating Costs? (y/n)
Default = Y
- 3) Accident Costs? (y/n)
Default = Y
- 4) Vehicle Emissions? (y/n)
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	49	2	\$0.0	\$0.0
CO ₂ Emissions Saved	-14,609	-730	-\$0.5	-\$0.0
NO _x Emissions Saved	37	2	\$0.3	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	1	0	\$0.0	\$0.0

District: **D6**

PROJECT: **American IC**

EA: **06-OH240**

PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$58.3
Life-Cycle Benefits (mil. \$)	\$73.9
Net Present Value (mil. \$)	\$15.6
Benefit / Cost Ratio:	1.3
Rate of Return on Investment:	6.2%
Payback Period:	13 years

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$64.8	\$12.2	\$77.0	\$3.8
Veh. Op. Cost Savings	-\$2.6	-\$0.2	-\$2.8	-\$0.1
Accident Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Emission Cost Savings	-\$0.6	\$0.4	-\$0.2	-\$0.0
TOTAL BENEFITS	\$61.6	\$12.3	\$73.9	\$3.7
Person-Hours of Time Saved			8,424,940	421,247

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n)	Y	Default = Y

includes value for CO₂e

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	51	3	\$0.0	\$0.0
CO ₂ Emissions Saved	-14,049	-702	-\$0.5	-\$0.0
NO _x Emissions Saved	39	2	\$0.3	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	1	0	\$0.0	\$0.0

District: **D-Technical Planning**

PROJECT: **Excelsior Expressway**

EA: 06-0S370
PPNO: 614000130

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INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$63.2
Life-Cycle Benefits (mil. \$)	\$140.5
Net Present Value (mil. \$)	\$77.3
Benefit / Cost Ratio:	2.2
Rate of Return on Investment:	12.2%
Payback Period:	7 years

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$20.5	\$0.0	\$20.5	\$1.0
Veh. Op. Cost Savings	-\$7.7	\$0.0	-\$7.7	-\$0.4
Accident Cost Savings	\$109.9	\$19.4	\$129.3	\$6.5
Emission Cost Savings	-\$1.5	\$0.0	-\$1.5	-\$0.1
TOTAL BENEFITS	\$121.1	\$19.4	\$140.5	\$7.0
Person-Hours of Time Saved			2,475,677	123,784

Should benefit-cost results include:

1) Induced Travel? (y/n) Y
Default = Y

2) Vehicle Operating Costs? (y/n) Y
Default = Y

3) Accident Costs? (y/n) Y
Default = Y

4) Vehicle Emissions? (y/n) Y
Default = Y
includes value for CO₂e

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	-34	-2	-\$0.0	-\$0.0
CO ₂ Emissions Saved	-45,715	-2,286	-\$1.4	-\$0.1
NO _x Emissions Saved	-10	0	-\$0.1	-\$0.0
PM ₁₀ Emissions Saved	0	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	-8	0	-\$0.0	-\$0.0

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

South Fresno Interchange: Approximately \$3 million in 2018 STIP funds were programmed to environmentally clear three obsolete “half” interchanges along State Route 99. These interchanges are: North/Cedar, Central/Chestnut, and American Avenue. This project has been obligated and environmental work may be complete as early as FY 2020-21. The City of Fresno and Caltrans have requested that Fresno COG defer the Central/Chestnut interchange to a future date and proceed with North/Cedar and American Avenue interchanges as one project and continued as the South Fresno Interchange Project. The Measure C Expenditure Plan will reserve funding to begin design and right-of-way acquisition in FY 2020-21 using Measure C funding. STIP funds will be used on construction, which is planned in FY 2023-24. The total project cost is expected to be \$148.5 million. Fresno COG is requesting \$42.3 million in additional STIP county shares.

SR 41 Excelsior Expressway: This project widens 24 lane miles of SR 41 between Elkhorn Avenue and the Kings County Line, completing the improvement begun under the original measure. The primary funding comes from Caltrans' ITIP with a small component of the project being funded by RTIP funding. The ITIP will program construction with future ITIP funds. Total project costs have increased \$16.4 million to \$78.9 million. Additional STIP funds of \$5.75 million are requested bringing the total Fresno County shares on the project to \$7,750,000.

State Route (SR) 180 W – Freeway landscaping: This landscaping project is required mitigation for the SR 180 freeway extension west of SR 99 that was constructed by the original (1986-2006) Measure C program. The project has been carried over due to a lack of STIP funding. As a result of the delay, project costs have increased \$400,000 to \$6.29 million. With this cost increase in mind, \$400,000 in additional STIP funds are requested in FY 2020-21, bringing the total committed STIP funds on the project to \$5.74 million.

Planning, Programming, & Monitoring (PPM): Fresno COG is requesting an additional \$399,000 per year for the final two years (2023-24/24-25) in the STIP, for a total of \$798,000. This is below the 5 percent PPM limitation the CTC allows. Over the five year STIP period, \$1.99 million is programmed for administering the federal aid and STIP process.

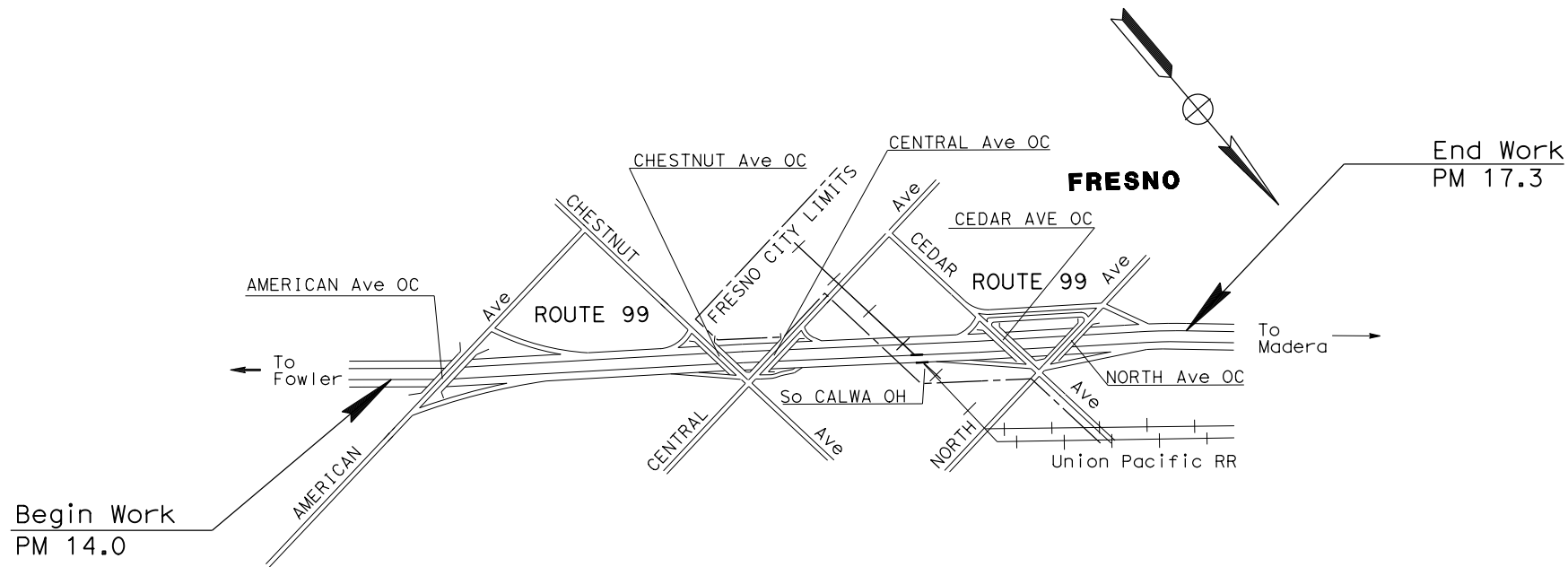
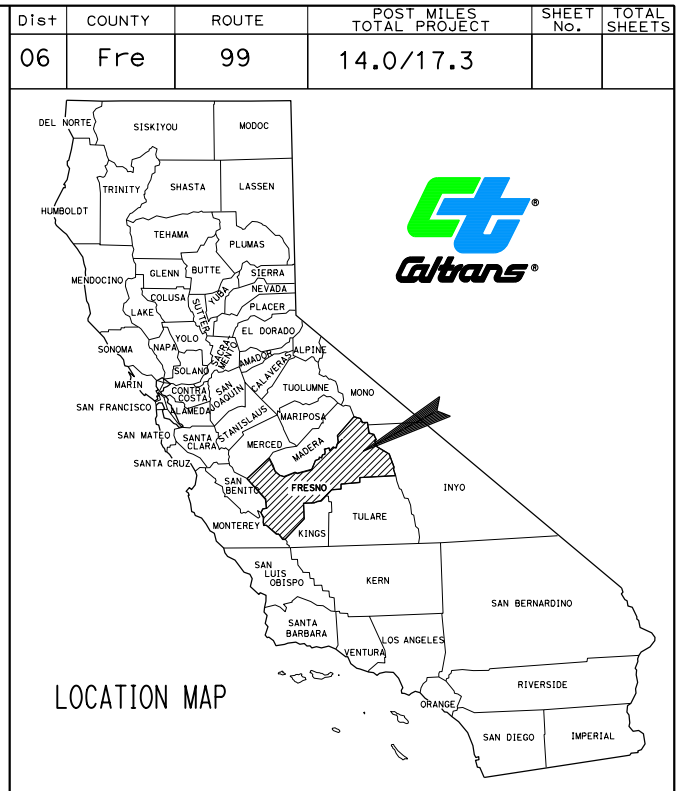
INDEX OF PLANS

SHEET
No. DESCRIPTION

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN FRESNO COUNTY
IN AND NEAR FRESNO FROM 0.4 MI SOUTH OF AMERICAN AVENUE
OVERCROSSING TO 0.4 MI NORTH OF NORTH AVENUE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2015



PROJECT MANAGER	NEIL BRETZ
DESIGN ENGINEER	JUN XU

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

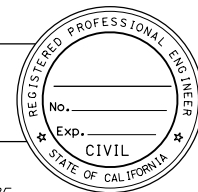
NO SCALE

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

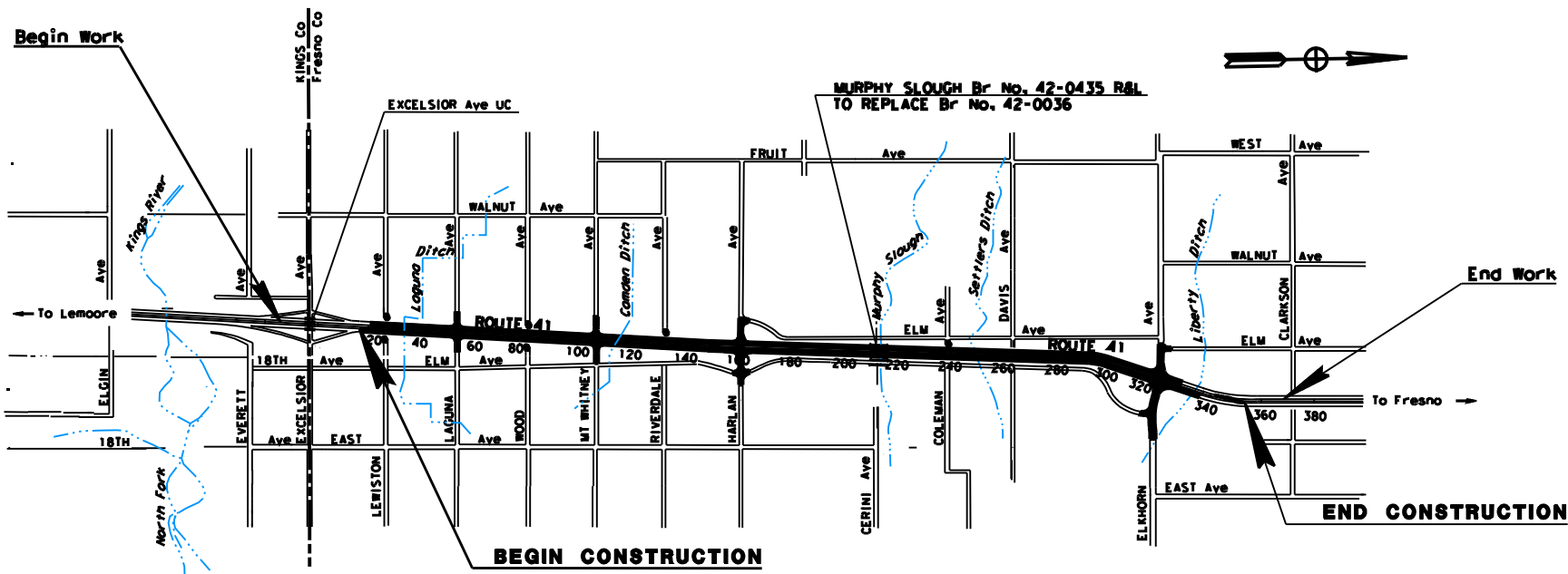
DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS
OFFICERS OR AGENTS SHALL NOT BE
RESPONSIBLE FOR THE ACCURACY OR
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	06-OH240K
PROJECT ID	0600020559



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

Section 17. Detailed Project Programming Summary Table

Section 17. Project Study Reports can be found on the Fresno COG website:
<https://www.fresnocog.org/project/federal-transportation-improvement-program-ftip/>

Appendices

Section 15

Project Programming Request Forms

South Fresno Interchange Project
Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/11/19
District	EA	Project ID	PPNO	MPO ID		
06	OH240	0600020559	6288			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
FRE	99	14.1	17.6	Caltrans		
				MPO	Element	
				COFCG		
Project Manager/Contact		Phone		E-mail Address		
Neil Bretz		559-243-3465		neil.bretz@dot.ca.gov		
Project Title						
South Fresno Interchange Project						
Location (Project Limits), Description (Scope of Work)						
In Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Modify Interchanges.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Increased traffic capacity and improved traffic operations.						
Purpose and Need						
The purpose of this project is to modify the existing interchanges at American Avenue and North Avenue utilizing standard interchange designs. It is anticipated the level of service for the on and off ramps will drop below LOS D within the next few years due to the continued commercial and industrial development adjacent to the interchanges.						
Category		Outputs			Unit	Total
NHS Improvements	Yes		Roadway Class		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document				Document Type		03/12/21
Draft Project Report						01/08/21
End Environmental Phase (PA&ED Milestone)						07/11/22
Begin Design (PS&E) Phase						07/12/22
End Design Phase (Ready to List for Advertisement Milestone)						10/01/24
Begin Right of Way Phase						02/01/22
End Right of Way Phase (Right of Way Certification Milestone)						09/01/24
Begin Construction Phase (Contract Award Milestone)						05/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						10/01/27
Begin Closeout Phase						04/01/29
End Closeout Phase (Closeout Report)						02/01/31

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/11/19

District	County	Route	EA	Project ID	PPNO	
06	FRE	99	OH240	0600020559	6288	
Project Title: South Fresno Interchange Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,500							4,500	
PS&E		12,000						12,000	
R/W SUP (CT)		4,600						4,600	
CON SUP (CT)					14,700			14,700	
R/W		11,009	5,691	7,500				24,200	
CON					88,500			88,500	
TOTAL	4,500	27,609	5,691	7,500	103,200			148,500	

Fund No. 1:	RIP - National Highway System (NH) - APDE								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Fresno COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									FCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E		12,000						12,000	
R/W SUP (CT)		4,600						4,600	
CON SUP (CT)					7,100			7,100	
R/W		11,009	5,691	7,500				24,200	
CON					53,754			53,754	
TOTAL	1,500	27,609	5,691	7,500	60,854			103,154	

Fund No. 3:	STIP-RIP								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									FCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					7,600			7,600	
R/W									
CON					34,746			34,746	
TOTAL					42,346			42,346	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

SR 41 Excelsior Expressway Project
Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	03/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	0S370	0614000130		6705			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	41	0	7.1	Caltrans			
KIN	41	R48.0	R48.3	MPO		Element	
				COFCG		CO	
Project Manager/Contact		Phone		E-mail Address			
Chris Gardner		(559)243-3444		chris.gardner@dot.ca.gov			
Project Title							
Excelsior Expressway							
Location (Project Limits), Description (Scope of Work)							
In Kings and Fresno County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	31,32	Senate:	12, 14	Congressional:	21		
Project Benefits							
This project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore, a distance of over thirty miles. The project will also improve the regional movement of freight and goods, and local farm to market travel. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Route 41 is an Interregional High Emphasis Focus Route corridor essential to the economic development of the							
Purpose and Need							
Reduce congestion, Improve Safety, provide route continuity with the four-lane roads north and south of the project segment. <input type="checkbox"/> Need: Caltrans has identified traffic queues, accident rates above average for similar facilities, and a lack of passing opportunities as issues in the operation of this segment.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	24	
ADA Improvements Y		Bike/Ped Improvements N			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions		N
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/14/2005	06/14/05	
Begin Design (PS&E) Phase					07/01/2018	07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2021	01/01/22	
Begin Right of Way Phase					07/01/2018	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2021	02/01/24	
Begin Construction Phase (Contract Award Milestone)					07/01/2023	11/01/24	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2026	07/01/27	
Begin Closeout Phase					07/01/2026	07/01/27	
End Closeout Phase (Closeout Report)					07/01/2028	07/01/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

Additional Information

Project Benefits continued:

San Joaquin Valley. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Fresno County Regional Transportation Plan.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE, KIN,	41, 41,	0S370	0614000130	6705	
Project Title: Excelsior Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)					7,500			7,500	Caltrans
R/W	5,500							5,500	Caltrans
CON					45,000			45,000	Caltrans
TOTAL	10,000				52,500			62,500	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,500							3,500	
R/W SUP (CT)	2,000							2,000	
CON SUP (CT)						7,500		7,500	
R/W	5,500							5,500	
CON						60,450		60,450	
TOTAL	11,000					67,950		78,950	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)									
R/W	3,500							3,500	
CON									
TOTAL	8,000							8,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,500							3,500	
R/W SUP (CT)	2,000							2,000	
CON SUP (CT)									
R/W	3,500							3,500	
CON									
TOTAL	9,000							9,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE NEED
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)					7,500			7,500	
R/W									
CON					45,000			45,000	
TOTAL					52,500			52,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						7,500		7,500	
R/W									
CON						54,700		54,700	
TOTAL						62,200		62,200	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Fresno COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON						5,750		5,750	
TOTAL	2,000					5,750		7,750	

SR 180 W Landscape Project
Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/03/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	34235	0612000077		6489			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	180	R53.4	R56.0	Caltrans			
				MPO		Element	
				COFCG		CO	
Project Manager/Contact		Phone		E-mail Address			
Chris Gardner		(559)243-3443		chris.gardner@dot.ca.gov			
Project Title							
180 West Freeway Landscaping							
Location (Project Limits), Description (Scope of Work)							
In and near the city of Fresno from 0.2 miles west of Brawley Avenue to 0.2 miles east of Teilman Avenue. Highway planting.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	31	Senate:	14	Congressional:	16		
Project Benefits							
Irrigation for highway planting will use City of Fresno recycled water.							
Purpose and Need							
The purpose of this project is to provide landscape mitigation for the Route 180 West Freeway - Segment 2 project. The project will enhance highway aesthetics.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified/Improved interchange(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					11/01/2012		
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					12/20/2013		
Begin Design (PS&E) Phase					02/01/2015		
End Design Phase (Ready to List for Advertisement Milestone)					03/15/2016	04/01/20	
Begin Right of Way Phase					02/01/2015		
End Right of Way Phase (Right of Way Certification Milestone)					08/31/2015	03/01/20	
Begin Construction Phase (Contract Award Milestone)					10/01/2017	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2021	03/01/24	
Begin Closeout Phase					09/01/2021	03/01/24	
End Closeout Phase (Closeout Report)					05/01/2023	07/01/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/03/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE, ,	180, ,	34235	0612000077	6489	
Project Title: 180 West Freeway Landscaping						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	68							68	Caltrans
PS&E	575							575	Caltrans
R/W SUP (CT)	1							1	Caltrans
CON SUP (CT)		700						700	Caltrans
R/W									Caltrans
CON	550	4,550						5,100	Caltrans
TOTAL	1,194	5,250						6,444	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	68							68	
PS&E	575							575	
R/W SUP (CT)	1							1	
CON SUP (CT)		800						800	
R/W									
CON		4,850						4,850	
TOTAL	644	5,650						6,294	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	68							68	Council of Fresno County Governm
PS&E	575							575	
R/W SUP (CT)	1							1	
CON SUP (CT)		700						700	
R/W									
CON		4,000						4,000	
TOTAL	644	4,700						5,344	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	68							68	
PS&E	575							575	
R/W SUP (CT)	1							1	
CON SUP (CT)		800						800	
R/W									
CON		4,300						4,300	
TOTAL	644	5,100						5,744	

Fund No. 2:	Local Funds - Fresno County Measure C (XFRE)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Fresno Co. Trans. Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	550	550						1,100	
TOTAL	550	550						1,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		550						550	
TOTAL		550						550	

**Planning, Programming, and Monitoring
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/22/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06		0616000092		6L01	FRE001101		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE				Council of Fresno County Governments			
				MPO		Element	
				COFCG		LA	
Project Manager/Contact		Phone		E-mail Address			
Tony Boren		(559)233-4148					
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring.							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction		Council of Fresno County Governments					
Legislative Districts							
Assembly:	29,30,31		Senate:	14,16		Congressional:	18,19,20,21
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/22/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE, ,	, ,		0616000092	6L01	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Council of Fresno County
R/W									
CON	4,098	399	399	399				5,295	Council of Fresno County
TOTAL	4,098	399	399	399				5,295	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,098	399	399	399	399	399		6,093	
TOTAL	4,098	399	399	399	399	399		6,093	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Council of Fresno County Governm
PS&E									
R/W SUP (CT)									\$57 CON voted 07/16/98
CON SUP (CT)									\$80 CON voted 09/29/99
R/W									\$81 CON voted 07/01/00
CON	3,963	399	399	399				5,160	\$80 CON voted 06/27/01
TOTAL	3,963	399	399	399				5,160	\$34 CON voted 01/02/02
									\$270 CON voted 04/03/03
									\$135 CON voted 02/26/04
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,963	399	399	399	399	399		5,958	
TOTAL	3,963	399	399	399	399	399		5,958	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	135							135	
TOTAL	135							135	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	135							135	
TOTAL	135							135	

Veterans Blvd Project (Carry Over)
Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/22/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
06		0600000935		6289		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
FRE	99	28.8	30.1	Fresno, City of		
				MPO	Element	
				COFCG	LA	
Project Manager/Contact		Phone		E-mail Address		
Randall Morrison		(559)621-8703		Randall.Morrison@Fresno.gov		
Project Title						
Veterans Boulevard Interchange and Extension Project						
Location (Project Limits), Description (Scope of Work)						
This project is part of a multiphase interchange and roadway extension project. Its located on Veterans Boulevard between Bullard Avenue/Riverside Drive and Bryan Avenue. The Veterans Boulevard project will result in the construction of a six-lane arterial roadway in northwest Fresno, a freeway interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to the roadways surrounding the project. This PPR updates the prior submission to reflect costs for Veterans Boulevard Interchange - Phase 3 for which STIP funds are being appropriated. Phase 3 schedule is below. Other phases are included on project info page 2.						
Component	Implementing Agency					
PA&ED	Fresno, City of					
PS&E	Fresno, City of					
Right of Way	Fresno, City of					
Construction	Fresno, City of					
Legislative Districts						
Assembly:	23	Senate:	8	Congressional:	16,22	
Project Benefits						
Veterans Boulevard is a regionally significant project which will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California's Central Valley along State Route 99. The project also addresses east-west traffic issues faced when navigating local roadways.						
Purpose and Need						
The Veterans Boulevard project serves the needs of the local community along State Route 99 and accommodates future land use expansion. It also improves the east-west connectivity between north Fresno and the rural communities west of State Route 99 by reducing transportation barriers.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New interchange(s)			Each	1
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	5.2
State Highway Road Construction		New bridge(s)			Each	2
Intercity Rail/Mass Trans		Grade separation(s) / rail crossing improvement(s)			Each	2
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y		
Project Milestone					Existing	Proposed
Project Study Report Approved					03/18/10	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)					05/30/2018	06/30/20
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)					08/30/2018	06/30/20
Begin Construction Phase (Contract Award Milestone)					05/01/2019	04/01/21
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2021	05/17/23
Begin Closeout Phase					12/31/2021	05/17/23
End Closeout Phase (Closeout Report)					06/30/2022	11/17/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/22/19

Additional Information

Construction Dates Per Phase:

Phase I (Bullard Avenue Extension)

Begin Construction Phase (Contract Award Milestone) May 2019

End Construction Phase (Construction Contract Acceptance Milestone) January 2020

Begin Closeout Phase January 2020

End Closeout Phase (Closeout Report) July 2020

Phase II (UPRR/HSR Grade Preparation)

Begin Construction Phase (Contract Award Milestone) February 2020

End Construction Phase (Construction Contract Acceptance Milestone) December 2021

Begin Closeout Phase December 2021

End Closeout Phase (Closeout Report) June 2022

Phase 3 - See project info tab

Phase IV A (Veterans Boulevard Extensions to Shaw Avenue)

Begin Construction Phase (Contract Award Milestone) May 2020

End Construction Phase (Construction Contract Acceptance Milestone) May 2021

Begin Closeout Phase May 2021

End Closeout Phase (Closeout Report) November 2021

Phase IV B (Veterans Boulevard Extensions to Herndon Avenue)

Begin Construction Phase (Contract Award Milestone) January 2022

End Construction Phase (Construction Contract Acceptance Milestone) May 2023

Begin Closeout Phase May 2023

End Closeout Phase (Closeout Report) November 2023

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Fund No. 3:		Local Funds - Measure C (MEAC)/RTMF							Program Code
		Existing Funding (\$1,000s)							20.10.400.144
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Auth
PS&E	11,101							11,101	
R/W SUP (CT)									
CON SUP (CT)									
R/W	19,186							19,186	
CON	45,039							45,039	
TOTAL	75,326							75,326	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	11,101							11,101	
R/W SUP (CT)									
CON SUP (CT)									
R/W	19,186							19,186	
CON		39,874						39,874	
TOTAL	30,287	39,874						70,161	

Fund No. 4:		Local Funds - Developer Fees (DEV FEE)							Program Code
		Existing Funding (\$1,000s)							20.10.400.115
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Fresno
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,637							3,637	
CON	27,254							27,254	
TOTAL	31,391							31,391	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,637							3,637	
CON		1,000						1,000	
TOTAL	4,137	1,000						5,137	

Fund No. 5:		Federal - BUILD Grant							Program Code
		Existing Funding (\$1,000s)							20.XX.724.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Federal Department of Transportati
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,173							2,173	
TOTAL	2,173							2,173	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,658						5,658	
TOTAL		5,658						5,658	

Appendices

Section 16

2020 RTIP FCOG Board Adoption Resolution

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2019-34**

In the Matter of:
The 2020 STIP REGIONAL
TRANSPORTATION
IMPROVEMENT PROGRAM

**RESOLUTION ADOPTING THE 2020
STIP REGIONAL
TRANSPORTATION
IMPROVEMENT PROGRAM**

WHEREAS, the Fresno Council of Governments (Fresno COG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, the CTC has adopted programming policies, instructions and criteria for the 2020 State Transportation Improvement Program process and fund estimate; and

WHEREAS, pursuant to the adopted CTC policies, instructions and criteria the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2020 State Transportation Improvement Program for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by December 15, 2019; and

WHEREAS, a Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans and the CTC in accordance with the 2020 STIP programming policies, instructions and criteria and fund estimate; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 2020 STIP in the attached exhibit; and

WHEREAS, the 2020 Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County,

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG does hereby adopt the Fresno County Regional Transportation Improvement Program for the expenditure of revenues derived from the 2020 State Transportation Improvement Program as identified in the attached exhibit.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 11th day of December, 2019.

AYES: Clovis, Firebaugh, Fowler, Fresno City, Kerman, Kingsburg, Orange Cove, Parlier, Sanger, San Joaquin, Selma, Fresno County
Reedley

NOES: None

ABSTAIN: None

ABSENT: Coalinga, Huron, Mendota


ATTEST:

Signed:


David Cardenas, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 11th day of December, 2019.

Signed: _____


Tony Boren, Executive Director

Appendices

Section 17

Detailed Project Programming Summary Table

2020 STIP Programming for Fresno County Region through 2024/25

Adopted 2018 STIP

Project PPNO 6489	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	(68)						(68)
PS&E	(575)						(575)
R/W Sup (CT)	(1)						(1)
R/W							0
Con Sup (CT)		(700)					(700)
Construction		(4,000)					(4,000)
Total	(644)	(4,700)	0	0	0	0	(5,344)

Project PPNO 6705	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
SR 41 Excelsior Expressway							0
E&P (PA&ED)							0
PS&E	0						0
R/W Sup (CT)	0						0
R/W	(2,000)	0					(2,000)
Con Sup (CT)	0	0					0
Construction		0					0
Total	(2,000)	0	0	0	0	0	(2,000)

Project PPNO 6289	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
Veterans Boulevard							0
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction	(14,616)						(14,616)
Total	(14,616)	0	0	0	0	0	(14,616)

Project PPNO 6288	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
South Fresno Interchanges							0
E&P (PA&ED)	(3,000)						(3,000)
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction							0
Total	(3,000)	0	0	0	0	0	(3,000)

Project PPNO 06L01	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
Planning, Programming & Monitoring	0	(399)	(399)	(399)			(1,197)

Total Adopted 2018 STIP (20,260) (5,099) (399) (399) 0 0 (26,157)

Proposed 2020 STIP

Project PPNO 6489	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	68						68
PS&E	575						575
R/W Sup (CT)	1						1
R/W							0
Con Sup (CT)		800					800
Construction		4,300					4,300
Total	644	5,100	0	0	0	0	5,744

Project PPNO 6705	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
SR 41 Excelsior Expressway							0
E&P (PA&ED)							0
PS&E	0						0
R/W Sup (CT)	0						0
R/W	2,000						2,000
Con Sup (CT)	0						0
Construction						5,750	5,750
Total	2,000	0	0	0	0	5,750	7,750

Project PPNO 6289	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
Veterans Boulevard							0
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction	14,616						14,616
Total	14,616	0	0	0	0	0	14,616

Project PPNO 6288	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
South Fresno Interchanges							0
E&P (PA&ED)	3,000						3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)					7,600		7,600
Construction					34,746		34,746
Total	3,000	0	0	0	42,346	0	45,346

Project PPNO 06L01	Prior	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
Planning, Programming & Monitoring	0	399	399	399	399	399	1,995

Proposed 2020 STIP 20,260 5,499 399 399 42,745 6,149 75,451

2020 New Programming Against Target 0 400 0 0 42,745 6,149 49,294