

Fresno COG Policy Board

Date: Thursday, October 29, 2020
Time: 5:30 PM
Place: COG Ash Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Americans with Disabilities Act (ADA) Accommodations

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE OCTOBER 29, 2020, FRESNO COG POLICY BOARD MEETING AT 5:30 P.M. WILL BE HELD VIA ZOOM.

JOINING THE MEETING:

[HTTPS://ZOOM.US/J/93923806196?PWD=YWLJZKW5CWYWBM5RR0PGZHSHSZVUZZ09](https://zoom.us/j/93923806196?pwd=YWLJZKW5CWYWBM5RR0PGZHSHSZVUZZ09)

MEETING ID: 939 2380 6196

PASSCODE: 930287

IF YOU WISH TO ADDRESS POLICY BOARD DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, CLICK ON THE ICON LABELED "PARTICIPANTS" AT THE BOTTOM CENTER OF YOUR PC OR MAC SCREEN. AT THE BOTTOM OF THE WINDOW ON THE RIGHT SIDE OF THE SCREEN, CLICK THE ICON LABELED "RAISEHAND". YOUR DIGITAL HAND WILL NOW BE RAISED.

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THOSE ADDRESSING POLICY BOARD MUST STATE THEIR FIRST AND LAST NAME AND AGENCY FOR THE RECORD.

TO FACILITATE ELECTRONIC ACCESS, NO PERSON SHALL SPEAK UNTIL RECOGNIZED BY THE CHAIR.

Fresno County Rural Transit Agency Meeting Package - Meeting will follow Policy Board Meeting

AGENDA AND ANNOTATED AGENDA IN PDF FORMATING FOR PRINTING

I. TRANSPORTATION CONSENT ITEMS

About Consent Items:

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

- A. **Executive Minutes of September 24, 2020 [APPROVE]**
- B. **Urban and Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal year 2020-21 (Todd Sobrado) [APPROVE]**
- C. **Fresno County Rural Transit Agency\Fresno County EOC Rural Consolidated Transportation Service Agency Transportation Development Act Claim (Les Beshears) [APPROVE]**
- D. **Fresno County EOC Urban Consolidated Transportation Service Agency Transportation Development Act Claims (Les Beshears) [APPROVE]**
- E. **Redesignation of the Fresno Urban and Rural CTSA's for FY 2021-22 (Todd Sobrado) [INFORMATION]**
- F. **2021 Cycle 5 Active Transportation Program Update (Jennifer Soliz) [INFORMATION]**
- G. **Availability of Director-Approved 2019 Federal Transportation Improvement Program Amendment No. 12, 2018 Regional Transportation Plan Amendment No. 3, and the Corresponding Air Quality Conformity Analysis (Braden Duran) [INFORMATION]**
- H. **Quarterly Update on the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study (Braden Duran) [INFORMATION]**

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. **Regional Transportation Plan/Sustainable Communities Strategy**
 - 1. **2022 Regional Transportation Plan Policy Element Subcommittee (Meg Prince) [INFORMATION]**
 - 2. **RTP Transportation Needs Survey Progress (Brenda Veenendaal) [INFORMATION]**
 - 3. **Fresno Futures Defined (Seth Scott) [APPROVE]**
- B. **Fresno COG Regional Transportation Safety Improvement Plan Consultant Selection (Trai Her-Cole/Santosh Bhattarai) [APPROVE]**
- C. **Consideration of Request by the California High Speed Rail Authority to Repurpose \$24.5 million in Measure C Funding from a Heavy Maintenance Facility to a High Speed Rail Campus (Tony Boren) [INFORMATION/DISCUSSION]**
- D. **Caltrans Report (Caltrans) [INFORMATION]**

III. ADMINISTRATIVE CONSENT ITEMS

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

V. OTHER ITEMS

- A. **Items from Staff**
- B. **Items from Members**

VI. PUBLIC PRESENTATIONS

A. Public Presentations

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**

Fresno COG Policy Board

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Fresno County Rural Transit Agency Meeting Package - Meeting will follow Policy Board Meeting

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A. Executive Minutes of September 24, 2020 [APPROVE]

Exhibits:

 September Minutes

B. Urban and Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal year 2020-21 (Todd Sobrado) [APPROVE]

Exhibits:

 Fresno_EOC_CTSA_OPB_FY_2020-2021  Resolution 2020-22 Urban  Resolution 2020-20 Rural

Summary: The Consolidated Transportation Services Agencies' (CTSA) 2020-21 Operations Program and Budget (OPB) for the Fresno urban and rural service areas is available at fresnocog.org. The document is designed to provide an overview of how and in what manner the CTSA will be providing service for the remainder of the fiscal year. The OPB's 45-day review process began on Tuesday, September 22, 2020. The Social Services Transportation Advisory Council (SSTAC) approved the document on Tuesday, September 29, 2020.

Action: Staff, the SSTAC and the TTC/PAC recommend the Fresno COG Board approve Resolution 2020-20 for the rural CTSA, and Resolution 2020-22 for the urban CTSA, adopting the urban and rural Consolidated Transportation Service Agencies' Operations Program and Budget.

C. Fresno County Rural Transit Agency\Fresno County EOC Rural Consolidated Transportation Service Agency Transportation Development Act Claim (Les Beshears) [APPROVE]

Exhibits:

 TDA Claim  Resolution 2020-17

Approve Resolution 2020-17 adopting Fresno County Rural Transit Agency (FCRTA)/Fresno County Equal Opportunity Commission's (FCEOC) rural Consolidated Transportation Services Agency (CTSA) 2020-21 Transportation Development Act claims totaling \$576,069.

D. Fresno County EOC Urban Consolidated Transportation Service Agency Transportation Development Act Claims (Les Beshears) [APPROVE]

Exhibits:

 TDA Claim  Resolution 2020-18

Approve Resolution 2020-18 adopting FCEOC's (urban CTSA) 2020-21 Transportation Development Act claims totaling \$1,124,408.

E. Redesignation of the Fresno Urban and Rural CTSA's for FY 2021-22 (Todd Sobrado) [INFORMATION]

Summary: Fresno COG, the Fresno Economic Opportunities Commission (FEOC), the Fresno County Rural Transit Agency (FCRTA), and the City of Fresno Fresno Area Express (FAX) established the urban and rural Consolidated Transportation Services Agencies (CTSA) in 1983. FAX is co-designated

with FEOC to form the urban CTSA, while FCRTA is co-designated with FEOC to form the rural CTSA. For FY 2021-22, FCRTA and FAX are recommending that each agency be solely designated without FEOC for each of their respective CTSAs.

Staff will return in November with additional information and a resolution to redesignate FAX and FCRTA as sole CTSA providers in their respective service areas.

Action: Information. The Board may provide further direction at its discretion.

F. **2021 Cycle 5 Active Transportation Program Update (Jennifer Soliz) [INFORMATION]**

Summary: The Statewide ATP cycle 5 call for projects was open from March 25, 2020 – September 15, 2020. A log of received applications can be found on the [Caltrans website](#). Project awards will be announced in February and adopted at the CTC meeting in March 2021. The Fresno region submitted 13 ATP infrastructure applications totaling \$19,961,000.

The Regional ATP cycle 5 call for projects is open. Applications are due to Fresno COG November 20, 2020. Regional guidelines and supplemental application information can be found at: <https://www.fresnocog.org/project/active-transportation-program-atp/>.

FAQs regarding regional submissions:

- Eight hard copies must be submitted and include the Caltrans ATP project application, FCOG supplemental application and Board resolution
- Hard copies must be postmarked or delivered by the application deadline
- Digital signatures are acceptable on hard copy applications
- Applications can be printed double-sided
- Hard copies do not need to be bound

Regional ATP cycle 5 scoring committee members are needed to review and submit final scores for the submitted applications and provide funding recommendations. Those interested in participating on the Regional ATP scoring committee or for further information on eligible projects, application submittal or other questions related to the ATP program, please contact Jennifer Soliz at jsoliz@fresnocog.org.

Action: Information. The Board may provide additional direction at its discretion.

G. **Availability of Director-Approved 2019 Federal Transportation Improvement Program Amendment No. 12, 2018 Regional Transportation Plan Amendment No. 3, and the Corresponding Air Quality Conformity Analysis (Braden Duran) [INFORMATION]**

Exhibits:

 FTIP Amend #12/RTP Amend #3  FCOG 2020 Conformity Analysis - FINAL

Summary: Last month, Fresno COG's Policy Board granted delegated authority to the executive director to approve the draft FTIP Amendment No. 12, draft RTP Amendment No. 3, and the draft 2020 Conformity Analysis, and to submit the package to Caltrans/FHWA directly for state/federal approval. Staff requested this approach to speed up approval due to a delay in the conformity analysis, which put Fresno COG behind schedule of other SJV MPOs, which are also processing amendments. This action will affect this amendment only. All future formal amendments will be brought through the Board for approval.

A public review and comment period began on September 3, 2020 and concluded on October 2, 2020. Any public comments received have been documented and staff have provided a response.

The final package is attached to this agenda item for your convenience.

Action: Information. This Board may provide further direction at its discretion.

H. **Quarterly Update on the Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study (Braden Duran) [INFORMATION]**

Summary: Fresno COG, in partnership with Madera County Transportation Commission (MCTC), is

conducting a study to determine State Route 41's future transportation needs in the City of Fresno, as well as the southern segment in Madera County. In addition, the study will analyze future transportation needs along the Avenue 9 corridor in Madera County between SR 41 and SR 99.

The study will recommend sustainable improvements to address residents' transportation needs in both counties through multi-modal approaches. Issues to be addressed include: mobility, access, safety, and connectivity for all modes of travel, including: automobiles, transit, walking, and bicycling.

This project began in July 2020 and will conclude in June 2021.

Consultants IBI Group and a team of subconsultants have begun work. Key milestones achieved include: the first steering committee meeting, a stakeholder list, an existing conditions report, an existing plans review, a public engagement plan, the initial work of a bicounty model effort, and project-management related duties.

Key milestones for the next few months include: a planned improvements report, developing goals and objectives, and the first of three outreach stages. Fresno COG staff will provide quarterly updates for the duration of this project.

All study information and documents can be accessed from: <https://www.fresnocog.org/project/fresno-madera-state-route-41-and-avenue-9-sustainable-corridors-study/>

Please contact Braden Duran (bduran@fresnocog.org) for any questions on this project.

Action: Information. The Board may provide further direction at its discretion.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

1. 2022 Regional Transportation Plan Policy Element Subcommittee (Meg Prince) [INFORMATION]

Summary: California Government Code Section 65080 requires each Regional Transportation Plan (RTP) to include a policy element that describes transportation issues and needs; identifies legislative, planning, and financial issues and requirements; as well as any areas of regional consensus.

As with the 2018 RTP, Fresno COG is convening a Policy Element Subcommittee to assist producing the policy element. In past RTP cycles, the policy element has been added to, or revised, based on the previous version. The 2022 Policy Element will be redeveloped based on updated guidance from the 2017 RTP Guidelines and 2019 SCS Evaluation Guidelines.

It's anticipated that the Policy Element Subcommittee will meet several times between November 2020 and February 2021 to develop the draft Policy Element prior to bringing an outline to the RTP Roundtable, TTC, PAC, and Policy Board for review and comment in spring 2021.

Those interested in participating in the Policy Element Subcommittee or who would like to be added to the email distribution list, please contact Meg Prince at mprince@fresnocog.org.

Action: Information and discussion. The Policy Board may provide additional direction at its discretion.

2. RTP Transportation Needs Survey Progress (Brenda Veenendaal) [INFORMATION]

Exhibits:

 Flyer

Summary: As previously reported, Fresno COG's 2020 Transportation Needs Survey opened on September 9 collected responses through October 22 after providing a one-week extension. The survey provides an opportunity for Fresno County's residents to submit transportation project needs/suggestions via an online portal. Those projects could, in turn, become part of the next RTP

update if our member agencies choose to submit them as part of the RTP call for projects, to be released November 1, 2020.

The online survey is most easily accessed through Fresno COG's RTP website www.planfresno.com on the RTP Survey page. There are English, Spanish and Punjabi survey language options. Participants have been invited to drop a marker on a map of Fresno County to show where their suggested project is or would be located. Then participants were asked to describe the transportation need/suggestion, attach a photo of the area if available, and answer relevant demographic questions.

Fresno COG staff encouraged its member agencies and community partners to share the survey opportunity with their contacts via email, social media or other communication methods commonly used to communicate information. Fresno COG has email invitations, social media posts and flyers in English and Spanish to use in the outreach.

Staff also hosted a virtual meeting on October 7 on Zoom and aired live on Facebook. The information has been posted on the RTP Survey and Public Participation pages.

Fresno COG staff provided an update on the survey response progress during that meeting. More information on the survey may be obtained by contacting Brenda Veenendaal at brendav@fresnocog.org.

Action: Information and discussion. The Policy Board may provide additional direction at its discretion.

3. **Fresno Futures Defined (Seth Scott) [APPROVE]**

Exhibits:

 Futures Characteristics

Summary: Fresno COG will implement futures planning in its 2022 RTP/SCS scenario analysis, which envisions extreme future conditions against which scenario strategies can be tested. In July, the RTP Roundtable recommended three futures be explored in scenario analysis: extreme climate, high-tech innovation, and regulatory challenges. Since then, the SCS Technical Committee has, over the course of three meetings, developed language for each of these futures, including narrative descriptions and categorized lists of impacts. The draft language the SCS Technical Subcommittee developed is attached for consideration.

Action: COG staff, the RTP Roundtable, TTC, and PAC recommend that the Policy Board approve the three futures (extreme climate, high-tech innovation, and regulatory challenges) as described in the narrative descriptions and lists of impacts.

B. **Fresno COG Regional Transportation Safety Improvement Plan Consultant Selection (Trai Her-Cole/Santosh Bhattarai) [APPROVE]**

During the 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) process, traffic safety was a large concern for Fresno County residents. Providing a detailed regional traffic analysis of incident causes and locations would address that need.

A safety plan would assist the region in achieving a safer transportation system for all motorized and non-motorized users in Fresno County by reducing fatalities and serious injuries. In addition, the plan would help set federal safety performance targets and support California's Highway Safety Improvement Program (HSIP) in meeting the Strategic Highway Safety Plan's (SHSP) vision and goals.

The plan will identify potential countermeasures for urban and rural areas by mode and develop implementation strategies through a robust public outreach component to engage disadvantaged and hard- to-reach communities.

CONSULTANT SELECTION

Fresno COG released a request for proposals on August 19 for the Safety Improvement Plan and received seven proposals. A consultant selection committee comprising representatives from the County, cities of Fresno, Reedley, Mendota, and Fresno COG reviewed all proposals and conducted

consultant interviews on September 24.

The consultant selection committee unanimously chose Kittelson as the preferred consultant. Kittelson is an industry leader, has extensive experience in developing similar plans throughout the state, and has implemented successful outreach programs in the region.

Action: The scoring committee, staff, and TTC/PAC request the Policy Board authorize the executive director to enter into an agreement with Kittelson to produce the Regional Transportation Safety Plan for an amount not to exceed \$199,917.55.

C. **Consideration of Request by the California High Speed Rail Authority to Repurpose \$24.5 million in Measure C Funding from a Heavy Maintenance Facility to a High Speed Rail Campus (Tony Boren).** **[INFORMATION/DISCUSSION]**

Exhibits:



Summary: Last month, Fresno Council of Governments (FCOG) along with the Fresno County Transportation Authority (FCTA) and the Fresno County Economic Development Corporation (EDC) received correspondence (attached) from the California High-Speed Rail Authority (CHSRA) requesting that the Fresno COG and FCTA Policy Boards consider “repurposing” the remaining \$24.5 million in Measure C Alternative Transportation Program funding that had originally been designated for a heavy-maintenance facility (HMF) in Fresno County. The HMF funding was conditioned on Fresno County being formally selected by the CHSRA as the designated site for the HMF, prior to allocation of the funds by the FCTA.

In 2010, Fresno COG and the FCTA Policy Boards approved Amendment No. 1 to the 2006 Measure C Expenditure Plan to allocate \$25 million in Measure C Alternative Transportation Program funds to the CHSRA for various expenses associated with the HMF at the site identified by the *Fresno Works* regional advocacy group (see attached map). For CHSRA to access the funds, Fresno County had to be formally selected as the site for the new CHSR HMF prior to the funds becoming available. Subsequently, in 2017 both the Fresno COG/FCTA Policy Boards approved Measure C Amendment No. 3 to authorize \$500,000 of the \$25 million to obtain purchase options for the properties necessary for the *Fresno Works* HMF site. Unfortunately, due to a variety of circumstances, the CHSRA Board was unable to make a decision on the location of the HMF within the two years specified, and those property options expired.

CHSRA's request to repurpose the funds from the HMF to a HSR campus, will require a new Measure C Plan amendment, considering the HSR campus involves different land uses and facilities from the HSR HMF facilities approved in Measure C Amendment No. 1. The newly proposed HSR campus will include an operations control center, training center and maintenance-of-way station, but will not include a HMF as originally envisioned. CHSRA staff have made it clear that an HMF will not be needed for many years and therefore will not be sited at this time. They do not anticipate requiring an HMF until the rolling stock has been in service for years and is ready for comprehensive maintenance. The proposed maintenance-of-way facility will suffice until an HMF is required. Train sets will be assembled at the proposed HSR Campus facility.

As both Fresno COG/FCTA Policy Boards' support for the original HMF funding was centered to a great degree on the regional economic benefits that would be generated by the HMF, there has been considerable discussion with the Fresno County EDC Executive Director (Lee Ann Eager) about the number and type of jobs that would be associated with the facilities identified in the new HSR campus proposal. To answer this question, Ms. Eager is developing projections for jobs and the likely overall economic impact that would result from the HSR campus facility and will present those findings to both the Fresno COG/FCTA Policy Boards. Tentatively, based on an early assessment, it does appear the number of jobs and diversity of jobs that would be created are substantial. Going further, the initial assessment shows that these are jobs that would be available within the next few years.

Due to the lengthy history and details associated with the Fresno regions' pursuit of the CHSR HMF, this agenda item is being presented as “discussion only” this month. The Fresno COG Policy Board discussion will be followed by the FCTA having a similar agenda item at its next meeting. In the event that after discussing repurposing the HMF funds, both the Fresno COG/FCTA Boards wish to move forward with formally repurposing the Measure C funds, Fresno COG will schedule an action item for the new Measure C plan amendment that will be required to shift the funding from the HMF to a CHSR campus. The Fresno COG Board meeting would then be followed by an FCTA Board action hearing on

the proposed amendment. Formal approval of a Measure C Plan Amendment requires the support of both the Fresno COG/FCTA Policy Boards.

Several TTC members expressed the importance of a “negotiation” of some type with the HSRA to make the Measure C funding available. One suggestion was that the \$24.5 million be made available for the new HSR campus only if Fresno is identified as the future location of the HMF. Another suggestion was that the Measure C funding should be made available on a “phased” basis. For example, once a particular project development milestone is achieved in the HSR campus project, a certain percentage of the overall \$24.5 million would be allocated to the HSR. Once the second project milestone is met, an additional amount of funding would be allocated, etc. The only PAC comment received was from Reedley City Manager Nicole Zieba who was supportive of allocating the entire \$24.5 million to the HSR campus per the HSRA request.

Action: Information/discussion. Further direction may be provided at the Board's discretion.

D. **Caltrans Report (Caltrans) [INFORMATION]**

III. **ADMINISTRATIVE CONSENT ITEMS**

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IV. **ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

V. **OTHER ITEMS**

A. **Items from Staff**

1. **Request for Proposals for 2022 RTP/SCS Environmental Impact Report (Meg Prince)**
[INFORMATION]

B. **Items from Members**

VI. **PUBLIC PRESENTATIONS**

A. **Public Presentations**

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**Fresno COG Policy Board
MINUTES
Thursday, September 24, 2020
5:30 PM**

Meeting held via Zoom.

Members Attending:

Mayor Drew Bessinger, City of Clovis
Mayor Ron Lander, City of Coalinga
Mayor Elsa Lopez, City of Firebaugh
Mayor David Cardenas, City of Fowler
Councilmember Paul Caprioglio, City of Fresno
Mayor Rey Leon, City of Huron
Mayor Pro Tem Gary Yep, City of Kerman
Mayor Michelle Roman, City of Kingsburg
Mayor Rolando Castro, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Mayor Pro Tem Pimentel, City of Parlier
Mayor Pro Tem Mary Fast, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor Frank Gonzalez, City of Sanger
Mayor Louis Franco, City of Selma
Michael Navarro, Caltrans
Bryan Rome, Legal Counsel
Tony Boren, Executive Director

Absent:

Supervisor Sal Quintero, County of Fresno

Quorum: At the start of the meeting, there were 14 members representing 82.38% of the population. There was a quorum to conduct business. (Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma).

The meeting was called to order at 5:36 pm by Mayor Cardenas (Fowler), Chair.

I. TRANSPORTATION CONSENT ITEMS

- A. Executive Minutes of July 30, 2020 [APPROVE]
- B. Fourth Quarter Financial and Work Element Report (Les Beshears)
- C. City of Kerman Transportation Development Act Claim (Les Beshears) [APPROVE]
- D. City of Sanger Transportation Development Act Claim (Les Beshears) [APPROVE]
- E. City of Orange Cove Transportation Development Act Claim (Les Beshears) [APPROVE]
- F. City of Mendota Transportation Development Act Claim (Les Beshears) [APPROVE]
- G. Ecointeractive Contract Adjustment (Suzanne Martinez) [APPROVE]
- H. Addition of Youth Position to Environmental Justice Subcommittee (Trai Her-Cole) [APPROVE]
- I. Circuit Planner and Engineer Update (Meg Prince) [INFORMATION]
- J. Regional Transportation Safety Improvement Plan (Trai Her-Cole/Santosh Bhattarai) [INFORMATION]

After an opportunity for public comment, Mayor Lopez (Orange Cove) motioned and Mayor Pro Tem Pimentel (Parlier) seconded to approve the consent agenda as presented. 14 yes, members Huron and Fresno County absent. The motion passed.

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

A. Regional Transportation Plan/Sustainable Communities Strategy

1. RTP 2022 Public Opinion Survey Report (Brenda Veenendaal) [ACCEPT]

Ms. Veenendaal (FCOG) reported that in May 2020 Fresno COG hired Rea & Parker Research to conduct an opinion survey of Fresno County's residents. Participants were to be reflective of Fresno County's demographics, including Spanish speaking and rural representatives.

Rea & Parker Research was tasked with ranking 10 defined community values and nine transportation funding priorities from the sample population. Along with these value and funding priority questions, the survey was planned to include population demographics and trip/travel characteristics.

Rea & Parker conducted a telephone survey with 650 people who responded to the survey. The telephone sample was supplemented by 300 respondents to an online survey that, when added to the telephone sample, improved the overall survey margin of error to +/- 3.2 percent at a 95 percent confidence level.

The survey report summarizing the final results is attached for review. The consultants provided a brief presentation during the committee meeting.

This item was informational only; no further action was required

Quorum: Huron entered, there were 15 members present representing 83.11% of the population.

2. 2022 RTP Project Scoring Criteria (Suzanne Martinez) [APPROVE]

Mr. Scott (FCOG) reported that the RTP Programming Technical Working Group has developed draft project scoring criteria for the 2022 RTP. The attached document represents the result of three meetings, where participants reviewed the guidelines from the 2018 plan and updated them for this round. Substantive changes were made, including criteria adjustments, points awarded per question, how criteria apply to the various project modes, and general verbiage updates throughout.

One significant change from the last plan's criteria is how submitted projects will be categorized. In the previous plan, each project belonged to only one of five modes (bike & pedestrian, capacity increasing, maintenance, operations, or transit), and each project was evaluated strictly by the criteria applicable to the chosen mode. This round, the working group allowed for multi-modal projects to be evaluated by all applicable criteria, which provides for more flexibility in how projects are scored and funded.

Staff presented the draft scoring criteria to the RTP Roundtable at its August 26, 2020 meeting, and the RTP Roundtable voted to recommend approving the draft scoring criteria.

After an opportunity for public comment, Mayor Castro (Mendota) motioned and Mayor Dhaliwal (San Joaquin) seconded to recommend the Policy Board approve the draft 2022 RTP Project Scoring Criteria. 13 yes, members Orange Cove, Sanger and Fresno County absent. The motion passed.

3. Legal Services for the Development of the 2022 RTP/SCS, Program Environmental Impact Report, and Regional Housing Needs Allocation Plan (Meg Prince) [APPROVE]

Ms. Prince (FCOG) Fresno COG released a request for proposals on August 10 for legal assistance with three planning efforts over the next couple of years – the 2022 RTP/SCS, the Program Environmental Impact Report (PEIR) for the RTP/SCS, and the 6th Cycle Regional Housing Needs Allocation (RHNA) Plan.

In the last RTP cycle, the attorney that was on the PEIR contract provided legal counsel for the RTP/SCS as well. Fresno COG staff believed it was beneficial to have an experienced attorney available to help with questions regarding procedures, review documents and public notices, and to help respond to comment letters.

The 2022 RTP/SCS cycle is occurring in tandem with the state-mandated 6th Cycle Regional Housing Needs Allocation Plan (or "RHNA"), the process through which new housing units that our region must zone accordingly are distributed among local governments. Fresno COG staff believes it would be beneficial to have legal counsel for this effort as well.

Proposals were due on August 31, and Fresno COG received one proposal from Best Best & Krieger (BB&K). A consultant selection committee comprised of representatives from the County, Fresno, Reedley, Mendota, FCRTA, and the RTP Roundtable reviewed the proposal and all concurred that BB&K is well qualified for the scope of legal counsel. A few of the selection committee members have had personal experience working with BB&K, which was all positive. Additionally, BB&K provided legal counsel for development of the 2018 RTP/SCS and corresponding Program EIR and were very knowledgeable and responsive.

The contract amount is not to exceed \$75,000 and is expected to kick off in October.

After an opportunity for public comment, Mayor Lander (Coalinga) motioned and Mayor Leon (Huron) seconded to recommend that the Policy Board authorize the Executive Director to enter into an agreement with Best Best & Krieger for legal counsel the 2022 RTP/SCS, Program EIR, and 6th Cycle RHNA Plan in an amount not to exceed \$75,000. 14 yes, members Orange Cove and Fresno County absent. The motion passed.

4. 2020 Transportation Needs Survey Outreach (Brenda Veenendaal) [INFORMATION]

Ms. Veenendaal (FCOG) reported that Fresno COG's 2020 Transportation Needs Survey will provide an opportunity for the Fresno region's residents to submit transportation project needs/suggestions via an online portal. Those projects could, in turn, become part of the next Regional Transportation Plan (RTP). The survey will launch by September 8 and close October 15, 2020. Outreach will be conducted in English, Spanish and Punjabi, with translation and interpretation services provided by RTP mini-grant groups. All of the transportation suggestions received will be translated (where needed) and relayed to local agencies for review and consideration. The effort will conclude prior to the RTP call for projects release on November 1, 2020.

The Transportation Needs Survey will be advertised through various means by mini-grant organizations and Fresno COG staff. Invitations and requests for project suggestions will be posted to websites, emailed to databases and shared through social media posts and advertising. Some virtual meetings are being scheduled as well. Dates and times for those will be forwarded to the Committee when finalized.

The online survey will request that participants drop a marker on a map of Fresno County to show where their suggested project is or would be located. Then participants will be asked to describe the transportation need/suggestion, attach a photo of the area if available, and answer relevant demographic questions.

Fresno COG is looking for additional outreach opportunities through committee membership. All such opportunities should be communicated to Brenda Veenendaal

This item was informational only; no further action was required

B. Delegated Authority Authorization for Upcoming Formal Federal Transportation Improvement Plan/Regional Transportation Plan (FTIP/RTP) Amendment and Corresponding Conformity Analysis (Suzanne Martinez / Braden Duran) [ACTION]

Ms. Martinez (FCOG) reported that Fresno COG is proposing a draft 2019 Federal Transportation Improvement Program Amendment No. 12, a draft 2018 Regional Transportation Plan Amendment No. 3, and the draft Corresponding Conformity Analysis.

While developing this amendment, Fresno COG staff and its air quality consultant worked to solve conformity analysis issues that arose from the SAFE Vehicle Rule adjustment factors. Staff ultimately achieved a passing result, but after a considerable delay, which put Fresno COG behind schedule with the other SJV MPOs, which are also processing type 5 amendments.

Consequently, staff is requesting that the Board grant delegated authority that authorizes the Executive Director to approve the upcoming formal Type 5 FTIP/RTP amendment and its corresponding air quality conformity analysis. Staff has already released the amendment for a 30-day public review period earlier this month (September 3, 2020 through October 2, 2020), with a public hearing scheduled for Wednesday, September 16. The draft package is attached to the agenda. Once all public comments are sufficiently addressed, this action would give the executive director the authority to approve the documents and submit to Caltrans/FHWA directly for state/federal approval.

Delegated authority would accelerate the approval time by about a month, considering staff would not be delayed until October's regularly scheduled COG Policy Board Meeting. This would help keep the original schedule on track with the other SJV MPOs and speed up state/federal approval. It would also alleviate any further delays for projects awaiting amendment approval to proceed.

If recommended for approval today, staff will bring the director-approved formal Type 5 amendment to the TTC, PAC, and Board as an informational item in October 2020.

After an opportunity for public comment, Mayor Bessinger (Clovis) motioned and Councilmember Caprioglio (Fresno City) seconded to recommend the Policy Board grant delegated authority authorizing the executive director to approve the upcoming formal Type 5 FTIP/RTP amendment and corresponding conformity analysis that was released for public comment on September 3, 2020. 13 yes, members Mendota, Orange Cove and Fresno County absent. The motion passed.

C. Measure C New Technology Funding Recommendations (Peggy Arnest) [APPROVE]

Ms. Arnest (FCOG) reported that Fresno COG released the Measure C 2020 application for New Technology funding on April 10, 2020. Staff received four applications requesting approximately \$8.2 million against an available \$5.38 million. On August 21, the scoring committee met to interview the applicants and discuss the applications. The following is a list of the applications and the funding recommendations:

Agency	Project Description	New Tech Request	New Tech Funding Recommendation
City of Fresno - Public Works	Adaptive signal control technology, transit signal priority & emergency vehicle preemption installed in downtown Fresno	\$2,500,000	\$2,500,000
City of Fresno - Public Works	Install 14 contactless pedestrian signal devices at various intersections	\$500,000	\$0
FCRTA	Purchase four electric buses & 50 UV sterilization lights to disinfect FCRTA's entire fleet	\$1,083,048	\$1,083,048
City of Fresno - Airport	Parking assist technology, pay-on-foot kiosks, electric vehicle charging stations, and solar power generation for the new parking structure at Fresno Air Terminal	\$4,100,000	\$1,762,000
	TOTAL	\$8,183,048	\$5,345,048
	New Tech Funding Available (2020)		\$5,380,000
	New Tech Funding to roll over to next cycle in 2022		\$34,952

After an opportunity for public comment, Councilmember Caprioglio (Fresno City) motioned and Mayor Dhaliwal (San Joaquin) seconded to recommend the Policy Board approve the New Technology scoring committee recommendations for funding and forward to the Fresno County Transportation Authority to enter into contracts with the applicants in the amounts recommended. 12 yes, Clovis abstained, members Mendota, Orange Cove and Fresno County absent. The motion passed.

D. Blackstone/Shaw Study Final Report (Peggy Arnest) [ACCEPT]

Ms. Arnest (FCOG) reported that the Blackstone/Shaw Activity Center (BSAC) Project was funded by federal planning dollars and was requested by the City of Fresno to identify and assess transportation improvements in service of mixed-use development in the project area as envisioned in the City of Fresno General Plan.

To complement the envisioned land use changes and built environment, the Blackstone/Shaw Activity Center Project identified and analyzed transportation projects that would:

- Increase access and safety along the corridor for all travel modes and users, including the elderly, disabled, low-income, students and youth;
- Address deficiencies in the existing street design that are incompatible with the planned land uses outlined in the General Plan and impact business opportunities and performance in the project area;

It also recommended projects that would:

- Improve multi-modal access and safety for pedestrians and bicyclists as well as transit riders;
- Enhance potential sidewalk and streetscape to support pedestrian comfort, access to transit, and access to businesses and services.

In addition, the project evaluated 11 intersections in the vicinity and assessed the following transportation improvements:

- New traffic signals at the following intersections:
 - Blackstone Avenue & the Yosemite Falls Driveway
 - Blackstone Avenue & Santa Ana Avenue
 - Shaw Avenue & Effie Street – This intersection was not recommended by Caltrans because the traffic study showed possible queueing backing up on the SR 41 mainline during peak hour traffic
- Pedestrian half-signal at Shaw Avenue & Glenn Avenue
- Converting the outside motor vehicle lanes on Blackstone Avenue in each direction to business access and transit (BAT) lanes
- Leading pedestrian intervals for signalized intersections of Blackstone Avenue between San Jose Avenue and Santa Ana Avenue

The BSAC project provided the City of Fresno with several sidewalk widening alternatives, each with various funding scenarios. Also included are alternatives for providing a separated bikeway along Blackstone with several specific suggestions on how these bikeways could be constructed in conjunction with the BRT stations.

The project also included an opinion of probable costs, a funding matrix and an estimate of right of way necessary to complete projects that will help the City with future grant applications. The Final Summary Report for the BSAC project was provided.

After an opportunity for public comment, Councilmember Caprioglio (Fresno City) motioned and Mayor Dhaliwal (San Joaquin) seconded to recommend the Policy Board accept the Blackstone/Shaw Activity Center Project final summary report. 13 yes, members Mendota, Orange Cove and Fresno County absent. The motion passed.

E. Fresno COG Sixth Cycle Regional Housing Needs Allocation Plan: Consultant Selection and Update (Meg Prince) [APPROVE]

Ms. Prince (FCOG) reported that Fresno COG is required to develop a methodology and allocation plan to distribute the housing need determined by the State Department of Housing and Community Development (HCD) to jurisdictions within the region (Government Code Section 65584). Each local jurisdiction must then update the Housing Element of its General Plan in accordance with the community's housing needs.

Senate Bill 375 (Chapter 728, Statutes of 2008) strengthened the coordination between housing and transportation planning and amended the RHNA schedule and methodology to align with Regional Transportation Plans and

Sustainable Communities Strategies (RTP/SCS). Fresno COG's 2022 RTP/SCS development will happen in tandem with the sixth cycle RHNA process.

The next RHNA Plan for Fresno County is due to the State in August 2022. Historically, Fresno COG has prepared the RHNA plan in-house via coordination with its member jurisdictions and HCD. For the sixth cycle RHNA plan update, however, Fresno COG is seeking a qualified consultant to complete the project, because new State requirements have made the RHNA plan development more complex, and new funding is available for RHNA development from HCD through the Regional Early Action Planning (REAP) grants program.

CONSULTANT SELECTION

Fresno COG released a request for proposals in June for the RHNA process and received two proposals. A consultant selection committee comprising representatives from the County, Clovis, Fresno, Kerman, Reedley, and Fresno COG conducted consultant interviews on August 21.

The consultant selection committee unanimously chose PlaceWorks as the preferred consultant to assist with the sixth cycle RHNA process. PlaceWorks is a leader in housing planning in California, has experience developing RHNA plans, and has a strong track record of building consensus among agencies and stakeholders.

PlaceWorks' original bid was for \$186,400; however, Fresno COG requested that PlaceWorks add an optional \$12,118 task if any appeals are filed regarding a local jurisdiction's allocation. If no appeals are filed, the funds will not be spent. The cost estimate including the optional task is \$199,748.

RHNA SUBCOMMITTEE

Staff will convene a RHNA subcommittee comprising local government representatives and key stakeholders to advise Fresno COG in developing an allocation methodology. It's anticipated that the RHNA subcommittee will meet seven times, with the first meeting in October 2020. Fresno COG will reach out to potential subcommittee members once the contract with PlaceWorks is executed and will keep the website up to date with relevant information for those interested in the process.

After an opportunity for public comment, Mayor Lopez (Firebaugh) motioned and Mayor Pro Tem Fast (Reedley) seconded to recommend the Policy Board authorize the executive director to enter into an agreement with PlaceWorks to produce the sixth cycle RHNA Plan for an amount not to exceed \$199,748. 13 yes, members Mendota, Orange Cove and Fresno County absent. The motion passed.

F. Caltrans Report (Caltrans) [INFORMATION]

Diana Gomez (Caltrans) addressed the Policy Board she hit the ground running. There are a lot of projects going on through COVID, Governor Newsome announced all electric vehicles by 2035, Creek fire emergency repairs continue and 25% of Caltrans staff is in the office and continuing to telework

Mr. Navarro (Caltrans) reported:

COVID-19 – Homeless has been an issue. Caltrans is working with local jurisdictions. Caltrans must follow CDC guidelines and removal can only be done if there is immediate safety issue or other structure hazard.

- California Transportation Plan 2050 – Long-range vision document for Caltrans. It is going out for public review.
- Kingsburg to Selma SR99 rehabilitation – Thank Mayor Roman for coordinating a meeting for the project team speak with city officials and collaborate on the expressed safety concerns through the area. Caltrans has been working with CHP and the City of Kingsburg to address the concerns. Construction is scheduled to continue to the spring of 2021.
- City of Selma to Fowler SR 99 rehabilitation – The next phase of the SR99 rehab, construction to begin in the Summer of 2021. Plan to work with the City of Selma and Fowler to address safety issues early on.
- Coalinga Rest Stop – Work continues, completion is expected in December 2020.
- South Fresno Corridor SR99 Project - Interchanges at SR99, Cedar, North and American Avenues. Working on environmental clearances. Anticipate draft environmental review document out by 2021.
- Kings Canyon Expressway SR 180 Segment 3 - The project is estimated to be completed by September.

This item was informational only; no further action was required

III. ADMINISTRATIVE CONSENT ITEMS

- A. Golden State Corridor Contract Extension (Peggy Arnest) [APPROVE]
- B. Regional Clearinghouse (Jennifer Soliz) [APPROVE]
- C. Valleywide Regional Early Action Planning (REAP) revised Master Agreement with the California Department of Housing and Community Development (Robert Phipps) [Information]

After an opportunity for public comment, Mayor Leon (Huron) motioned and Mayor Bessinger (Clovis) seconded to approve the consent agenda as presented. 12 yes, members Mendota, Orange Cove, San Joaquin and Fresno County absent. The motion passed.

IV. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

A. 2020-21 Overall Work Program Amendment No. 1 (Les Beshears) [APPROVE]

Mr. Beshears (FCOG) reported that Fresno Council of Governments' 2020-21 Overall Work Program (OWP) Amendment No. 1 increases the budget \$5,769,772 to \$27,507,551. It includes new revenues from the San Joaquin Valley Working Group Regional Early Action Plan (REAP) funding and adjusts carry-over projects from the 2019-20 fiscal year that are programmed in the 2020-21 budget so the project work element (WE) matches the residual contract and programmed grant funding per the requirements of grant funding agencies.

Specific changes, classified by work element, include:

Work Elements 140 and 148 Regional Safety Program – This \$210,000 project is funded from 2019-20 and 2020-21 State Road Maintenance and Rehabilitation (RMRA) grants. The project is programmed in two phases to satisfy procedural guidelines per Caltrans. WE 148 will program \$174,959 for Phase I, and WE 140 will program \$35,041 for Phase II. WE 148 was initially reserved for a transit on-board survey, which was canceled when transit ridership imploded during the lockdown. This amendment increases WE 148 \$45,769 and WE 140 \$35,041.

Work Element 142 – FCRTA Operational Plan - \$40,095 remains in the Walker Inc. contract for this 2018-19 RMRA grant. This amendment increases WE 142 \$25,095.

Work Element 143 – Industrial Triangle Study - \$88,409 remains in the GHD contract for this State Planning grant (SPR). This amendment decreases WE 143 \$30,347.

Work Element 144 – Electric Vehicle Infrastructure - \$36,630 remains in the AECOM contract for this 2018-19 RMRA grant. This amendment decreases WE 144 \$38,370.

Work Element 146 – Better Blackstone Design Challenge - \$70,128 remains in the Fresno Ministries contract for this 2018-19 RMRA grant. This amendment decreases WE 146 \$4,872.

Work Element 147 – Fresno County Trail Master Plan - \$85,123 remains in the Toole Inc. 2018-19 RMRA grant. This amendment increases WE 147 \$10,123.

Work Element 149 – Transportation Impact Analysis - \$81,732 remains in the LSA contract for this 2019-20 RMRA grant. This amendment increases WE 149 \$51,732.

Work Element 160 – Better Blackstone Phase II - \$437,383 remains in the Fresno Ministries contract for this FTA 5304 grant. This amendment increases WE 160 \$216,901.

Work Element 162 – Sustainable Communities Grant – There is \$71,732 budgeted for the 2020-21 Sustainable Communities program. Funding was transferred to WE 140 to perfect funding for the Regional Safety Program. No project selection process has occurred yet. Staff will keep the Board apprised on the status. This amendment decreases WE 162 \$20,361.

Work Element 420 – The State Department of Housing and Community Development (HCD) is providing \$10,218,831 for the San Joaquin Valley Working Group to develop Regional Early Action Plans in anticipation of the sixth cycle Regional Housing Needs Assessment program, increasing the work element \$5,468,971.

After an opportunity for public comment, Mayor Lander (Coalinga) motioned and Mayor Lopez (Firebaugh) seconded to adopt the 2020-21 Overall Work Program Amendment No. 1, increasing the budget \$5,769,772 to \$27,507,551. 13 yes, members Mendota, Orange Cove, Fresno County absent. The motion passed.

B. Valleywide Regional Early Action Plan (REAP) Coordinator Contract (Robert Phipps) [APPROVE]

The San Joaquin Valley Regional Planning Agencies Executive Directors Committee (COG Directors) is responsible for all Valleywide Regional Early Action Plan (REAP) administrative work. Collectively, the eight Valley COGs are eligible to receive approximately \$18.5 million through California's REAP program for local jurisdiction housing planning assistance.

Of that \$18.5 million, HCD has designated \$6 million for tasks, activities and deliverables that are Valleywide in scope, as opposed to any specific region or county. Some of those activities and deliverables will include a Valleywide inventory of housing stock, available land, and obstacles endemic to housing production; a zoning code template; a catalog of best practices for housing planning, and; other deliverables.

The COG Directors, or their designee, reviews and recommends contracts, funding arrangements and other administrative matters relevant to the SJV REAP program. The California Housing and Community Development Department (HCD) required the SJV COGs and their elected REAP Committee to appoint a “fiscal agent” for the REAP funding, which Fresno COG accepted. Fresno COG is responsible for administering revenues and entering into contracts on the REAP Committee’s behalf.

In March 2020, HCD invited Fresno COG to apply for approximately \$5.5 million in REAP funds, representing the balance of funds available for Valleywide deliverables. Subsequently, on May 11, 2020, Fresno COG released a request for proposals (RFP) for a program manager to oversee an anticipated network of consultants who will be responsible for producing all Valleywide tasks, activities and deliverables.

In response to the RFP, Fresno COG received four proposals:

- Michael Baker International
- Regional Government Services (RGS)
- Precision Civil Engineering
- Sigala Inc:

Over a two-day period, June 24-25, 2020, a scoring committee comprising one staff member from each of the eight SJV COGs reviewed, interviewed and scored the proposals.

After an opportunity for public comment, Mayor Leon (Huron) motioned and Mayor Pro Tem Pimentel (Parlier) seconded to recommend to the Policy Board that Fresno COG's executive director be authorized to enter into a contract with Sigala, Inc. for an amount not to exceed \$314,200. 13 yes, members Mendota, Orange Cove and Fresno County absent. The motion passed.

V. OTHER ITEMS

A. Items from Staff

There were no items from staff.

B. Items from Members

- Clovis and San Joaquin commended staff for using a third language, Punjabi, in the public outreach materials.
- Mayor Lopez (Orange Cove) reported that he was online but was having technical difficulties.
-

VI. PUBLIC PRESENTATIONS

A. Public Presentations

There were not public presentations.

Mayor Leon (Huron) motioned and Mayor Pro Tem Pimentel (Parlier) seconded to adjourned to FCRTA at 7:25 p.m. 14 yes, members Mendota and Fresno County absent. The motion passed.

Respectfully submitted,

A handwritten signature in blue ink that reads "Tony Boren". The signature is written in a cursive, flowing style.

Tony Boren

Public:

Diana Gomez

Louis Rea, Rea & Parker

Richard Parker, Rea & Parker

Melissa Perry

Matthew Gillian, Inspire Transportation

John Stanboulia, City of Fresno

Staff:

Jeaneen Cervantes

Kai Han

Braden Duran

Jen Soliz

Trai Her-Cole

Kristine Cai

Les Beshears

Robert Phipps

Seth Scott

Brenda Veenendaal

Meg Prince

Suzanne Martinez

Peggy Arnest

Santosh Bhattarai

Moses Stites

Janelle Del Campo

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

OPERATIONS PROGRAM & BUDGET FY 2020/21

FOR THE

**FRESNO URBAN CTSA
FRESNO RURAL CTSA**

Prepared By:

Fresno Economic Opportunities Commission
Transit Systems
3110 W. Nielsen
Fresno, CA 93706

Submitted: April 24, 2020
Revised: September 18, 2020

The Fresno Economic Opportunities Commission
Transit Systems

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

OPERATIONS PROGRAM & BUDGET

2020/2021 Board of Directors

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Angie Isaak	Rey Leon
Jerome Countee	Itzi Robles

Chief Executive Officer Fresno EOC: Emilia Reyes
Transit Systems Director: Monty Cox

Draft Submitted: April 24, 2020
Revised: September 18, 2020
Initial 45 Day Review: October XX, 2020
Proposed Adoption: October 29, 2020

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EXECUTIVE SUMMARY

The Consolidated Transportation Service Agency (CTSA) has been providing social service transportation since 1982 through the use of many partnerships. Although these partnerships have evolved over time, the concept and the overall purpose has remained the same. Through independent relationships with other social service agencies and the CTSA partners, the objectives outlined in the COG Assembly Bill AB 120 Action Plan are met. The policies and procedures necessary to accomplish these objectives are complex and challenging. There are, for example, over a dozen separate sub-operations that must be accounted for and tracked independently, yet also must be combined in various ways for reporting and auditing purposes.

There are two formal partnerships, the Urban CTSA and the Rural CTSA. Historically, there are twelve service agreements that must be managed, eight under the Urban CTSA and four under the Rural CTSA. Four of the eight Urban services are also operated in Rural communities – expenses are accounted for accordingly. Two of the service agreements that operate in both the Urban & Rural CTSA are internal Fresno EOC services: Head Start and Food Services. This requires a detailed accounting separating the transportation services provided from the other services provided by the organization. Under the concept of a “Consolidated Service” operation, personnel and overhead expenses are shared between the various partnerships and services. In the process of finalizing this Operations & Program Budget (OPB) document and updating it to reflect changes related to COVID-19, four additional agencies were added.

While each service agreement (contract) has its own revenues and expenses, they each have unique match requirements and terms (one, two or three years). The support needed from the CTSA Local Transportation Fund (LTF) for any service agreement is determined after revenue and expenses for each agreement have been accounted for in accordance with their respective requirements. Thus, the LTF assistance needed by each agreement varies year-to-year. It is the role of the CTSA operator to balance these needs on a year by year basis, with input from the CTSA partners.

The budget for both the 2019/20 and the 2020/21 fiscal years was originally prepared with full service in mind. Due to the impacts of the ongoing COVID-19 pandemic, there have been significant changes to the operations, ridership, revenues and expenses. As a result, Fresno EOC Transit programs has been operating only those services that have been directed by the individual funding agencies to continue, or be modified. The CTSA operations that are currently in full service include Food Service Delivery and CalWorks. For those services the following measures are in place:

- Employees are wearing gloves and masks.
- All vehicles in use are being washed and sanitized several times a day including, but not limited to, sanitizing seats, handrails, steering wheels, and door handles.
- Social distancing practices are implemented in the food preparation and office areas.
- Mandatory temperature checks and health screening surveys occur daily.

- Anyone who has come in contact with someone testing positive for COVID-19 or who shows symptoms of COVID-19 is directed to quarantine for 14 days and get tested for the virus.

CTSA operations changed as partners and stakeholders responded to the COVID-19 pandemic and provided guidance. Initially, approximately 65% of employees were furloughed. However, state directives designed to limit the impact of COVID-19 on the economy allowed additional Transit staff to continue to be paid. Therefore, approximately 73% of Transit staff remain on payroll. This limited the amount of cost savings from reduced personnel hours. Currently, 27% of staff remain furloughed from March through the Summer comprising drivers for the Head Start contract who are normally off during the Summer. Head Start revenue also declined since we only bill for services provided. Here is a description of the status of all CTSA contract operations from March to July 1.

Central Valley Regional Center (CVRC)

In mid-March, Fresno EOC Transit Systems received direction from CVRC that their at-risk consumers would no longer be attending their daily programs. Shortly after that, all day programs temporarily suspended their operations. Within a week, state directives were issued allowing contracted services, such as transportation, to continue to be paid as long as the companies continued to pay their employees. We continue to pay approximately 38 employees that are eligible under this directive. We are meeting weekly with the CVRC-funded programs (via Zoom) to plan when and how services will begin again.

CalWORKS

The Department of Social Services CalWorks program has continued throughout the pandemic. While the volume of participants needing transportation services has declined, there has been a steady number of essential service workers continuing to use the service. Since there is a need throughout the night after regular transit service has ended and during all days of the week, regular service is required.

Fresno Madera Area Agency on Aging (FMAAA)

In mid-March Transit Systems received direction to suspend service to all four senior centers. The FMAAA contract was terminated and all future payments ceased. FMAAA has indicated that service may not resume until as late as November.

Meal Delivery (Food Services)

The Food Services program – which normally provides congregate meals to senior centers, Head Start sites and other social service agencies - had to adjust quickly to an almost exclusive home delivery model. About 30 additional drivers assisted with increased food preparation and delivery needs for seniors and children. These drivers were shifted from the Head Start and CVRC operations to assist with meal delivery.

Head Start

Head Start suspended classes from mid-March until the end of the school year in June. Transit Systems ceased services for this contract resulting in approximately 20 staff being furloughed. The Head Start program ceased payment for transportation services; however, we will bill for ongoing expenses such as overhead and vehicle maintenance which is required by state regulations.

CalVets

CalVets continued a short time until the end of March when the City of Fresno requested to suspend service.

Due to the timing of the process, this Operations and Program Budget (OPB) was initially prepared assuming full service would be restored beginning July 1, 2020. The ever-evolving nature of the pandemic, and responses to limit its impact, made budgeting and forecasting difficult. The OPB has been revised to include a more complete picture of the financial impact of COVID-19 on revenue and expenses. It is now expected that there will be a net savings due to reduced expenses despite a corresponding reduction in revenue. It is proposed that this surplus be used to initiate some additional social service contracts with other non-profit agencies that might need assistance from the CTSA.

A summary of the financial impact of the pandemic, prior to adding new contracts, is as follows:

- Our previous combined CTSA projected expense for FY 2019-2020 was \$6,686,700 (Not counting the Rural Augmentation). Our current actual expenses for FY 2019-2020 considering the pandemic are \$5,664,177.
- Combined original needed LTF for FY 19/20 was \$1,727,471 (Not counting the Rural Augmentation)
- Percent required LTF was 25.8% or match of 74.2%.
- The COVID-19 reductions started to be realized in the 4th quarter, affecting approximately 25% of the budget year.
- Contract expenses that were completely stopped were the wages for HS & FMAAA drivers; and, fuel for HS, FMAAA and CVRC routes.
- The resulting projected combined need for LTF in FY 19/20 is reduced to \$1,086,479
- The resulting projected percent LTF is 19.4% or match of 80.6%.
- The required LTF match for CTSA operations is 55%.

While there was a reduction in revenue hours for Head Start and FMAAA services, these reductions were offset by increased revenue in the Food Services contract and adjustments in other contract rates. The chart on the next page highlights the changes in CTSA contract revenues & expenses resulting from the pandemic and includes detail regarding meal delivery services.

Reductions in Head Start and FMAAA revenue and adjustments in some of the contract rates resulted in a net surplus in Local Transportation Fund (LTF) revenues for both the Urban and the Rural CTSA operations. These revenues can be used to implement new services, purchase vehicles or support future unknown expenses. The fleet of 126 vehicles, for example, is lacking a source of dedicated funds adequate to meet the needs. The result is an aging fleet, increased maintenance costs and an overall degradation of the image of the CTSA operations. Surplus funds can buttress the ongoing operational needs of the CTSA while supporting new ventures.

One new contract that has been added to both the Urban and Rural CTSA programs is Inspiration Transportation. This service provides social service micro-mobility transportation for disadvantaged communities to medical, employment and other destinations. Three other agencies have also been added; however, final formal agreements are still pending. These include the Association for Retarded Citizens (ARC Fresno) and United Cerebral Palsy (UCP) both serving developmentally disabled adults and the Program of All-inclusive Care for the Elderly (PACE) serving the elderly population in Fresno County.

Following is a chart that shows the impact of the COVID-19 changes by contract, prior to adding the four new services to the OPB:

**Fresno EOC
Transit OPB 2019/20
Summary of Changes**

	Original Budget April 24, 2020			Revised Actual September 18, 2020			Change in Contract Revenue	Change in LTF Revenue Utilized	Change in Expenses
	Contract Revenue	LTF Revenue Utilized	Expenses	Contract Revenue	LTF Revenue Utilized	Expenses			
<u>Contract</u>									
<u>Urban:</u>									
CVRC	\$1,951,000	\$243,297	\$2,194,297	\$1,640,757	\$287,699	\$1,886,223	(\$310,243)	\$44,402	(\$308,074)
FMAAA	\$40,610	\$97,860	\$138,470	\$40,701	\$74,732	\$115,433	\$91	(\$23,128)	(\$23,037)
Head Start Transportation	\$350,000	\$970	\$350,970	\$408,918	\$924	\$409,842	\$58,918	(\$46)	\$58,872
Special Trips	\$30,000	\$10,280	\$40,280	\$27,281	\$0	\$16,302	(\$2,719)	(\$10,280)	(\$23,978)
CalWorks	\$403,620	\$103,435	\$507,055	\$402,457	\$9,808	\$393,093	(\$1,163)	(\$93,627)	(\$113,962)
Nikkei	\$0	\$22,210	\$22,210	\$0	\$9,578	\$9,578	\$0	(\$12,632)	(\$12,632)
CALVETS	\$49,999	\$73,322	\$123,321	\$27,272	\$27,200	\$54,472	(\$22,727)	(\$46,122)	(\$68,849)
Meal Delivery:									
Head Start Meal Delivery	\$80,404	\$314,544	\$394,948	\$225,289	\$0	\$225,289	\$144,885	(\$314,544)	(\$169,659)
FMAAA Meal Delivery	\$52,992	\$207,047	\$260,039	\$43,913	\$133,278	\$177,171	(\$9,079)	(\$73,769)	(\$82,868)
Other Meal Delivery	\$26,604	\$103,554	\$130,158	\$11,173	\$78,608	\$162,185	(\$15,431)	(\$24,946)	\$32,027
Total Urban	\$2,985,229	\$1,176,519	\$4,161,748	\$2,827,761	\$621,827	\$3,449,588	(\$157,468)	(\$554,692)	(\$712,160)
<u>Rural:</u>									
FCRTA Augmentation	\$0	\$0	\$0	\$0	\$173,052	\$173,052	\$0	\$173,052	\$173,052
CVRC	\$1,627,000	\$0	\$1,627,000	\$1,206,076	\$22,356	\$1,201,898	(\$420,924)	\$22,356	(\$425,102)
Head Start Transportation	\$165,000	\$0	\$165,000	\$181,254	\$363	\$181,617	\$16,254	\$363	\$16,617
Special Trips	\$15,000	\$0	\$15,000	\$15,152	\$0	\$6,410	\$152	\$0	(\$8,590)
Meal Delivery									
Head Start Meal Delivery	\$76,614	\$252,758	\$329,372	\$216,408	\$0	\$216,408	\$139,794	(\$252,758)	(\$112,964)
FMAAA Meal Delivery	\$56,972	\$187,957	\$244,929	\$40,624	\$147,691	\$188,315	(\$16,348)	(\$40,266)	(\$56,614)
Other Meal Delivery	\$33,414	\$110,237	\$143,651	\$14,478	\$121,190	\$170,944	(\$18,936)	\$10,953	\$27,293
Total Rural	\$1,974,000	\$550,952	\$2,524,952	\$1,673,992	\$464,652	\$2,138,644	(\$300,008)	(\$86,300)	(\$386,308)
Total Urban & Rural	\$4,959,229	\$1,727,471	\$6,686,700	\$4,501,753	\$1,086,479	\$5,588,232	(\$457,476)	(\$640,992)	(\$1,098,468)

SECTION I. INTRODUCTION

The Consolidated Transportation Service Agency (CTSA) Operations Program and Budget (OPB) for the Fresno Metropolitan Area and Rural Fresno County has been developed by the Fresno Economic Opportunities Commission (FRESNO EOC) in cooperation with the Fresno Council of Governments (COG) and its co-designates, the City of Fresno (Fresno Area Express/FAX) and the Fresno County Rural Transit Agency (FCRTA).

The OPB is intended to serve the following purposes:

1. Provide a program of operations, including an implementation schedule for new and/or modified services and a program budget for CTSA coordinated and consolidated social service transportation services for the program year July 1, 2020 through June 30, 2021.
2. Serve as a resource document for local-elected officials, social service agencies and the general public.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Transportation Development Act (TDA) Local Transportation Funds (LTF) Article 4.5 claim evaluation criteria and required findings and with the COG Assembly Bill AB 120 Action Plan adopted February 1982 and as amended in April 1990.
4. Document efforts to improve coordination and consolidation of social service transportation services in order to:
 - a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listed in the legislation should be pursued by the co-designated CTSA's in the Fresno Metropolitan Area and Rural Fresno County.
 - b. Create additional opportunities to utilize supplemental grant funding available from federal, state and local assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been addressed.

SECTION II: MANAGEMENT SUMMARY 2020/2021

Overall Budget

The Draft Operations Budget for 2020/2021 totals \$2,732,869 for the Rural CTSA and \$4,128,205 for the Urban CTSA. These figures are slightly larger than the 2019/2020 year with the rural increasing by 4.9% and the urban increasing by 12.8%. However, 6.2% of the Urban increase is due to the allocation of Capital funds which do not come every year to the CTSA. In addition, both the FY 2020 and FY 2021 have been impacted by reductions in revenues and expenses related to the coronavirus. Combined, the overall Rural and Urban Budget for 2020/2021 was reduced to \$6,861,074. The Urban budget does not reflect a Capital revenue projection for FY 2019/20; however, it does reflect \$257,030 from the new 5310 funding cycle for 2020/21. The CTSA is included in the Fresno COG application to FTA for the purchase of three (3) new buses.

Planned Revenue

The Rural CTSA shows an overall very slight increase in funding in the social service and TDA revenues. Revenue estimates have been revised downward to reflect the impact of COVID-19 on funding.

Planned Expenditures

Expenditures in both the Urban and Rural CTSA have been projected to include an increase in labor cost effective July 1, 2020. Overall expenses have been budgeted as conservatively as possible given the tight funding restraints presented. Expenditures have been estimated downward to reflect impacts from the COVID-19 impacts.

TDA 4.5 Funds and Grants

The TDA 4.5 funding is allocated on the estimated Sales Tax Revenues for Fresno County and approved by the Fresno Council of Governments. In the upcoming fiscal period, 2020/2021, the available TDA 4.5 funds increased slightly from 2019/2020. Urban TDA 4.5 funds and Rural TDA 4.5 funds both increased by 1.9% and 4.6% percent respectively. In addition, the FY 2019/20 included \$73,322 of carryover funds, which increased to \$554,692 for the FY 2020/21. The CTSA applies for the FTA 5310 vehicle grant each cycle. In the 2018/2019 FTA grant cycle Fresno EOC applied for five (5) vehicle replacements, and the Fresno COG included three (3) in the application to FTA. It is hoped this will be approved by October 2020 and the vehicles can be ordered. Due to the reduction in revenues and expenses related to COVID-19 we project a surplus in LTF funds for both the 2020 & 2021 fiscal years.

Service Contract Changes

The following major service changes are noted for the upcoming FY 2020/2021.

- Head Start Federal Funding has changed significantly resulting in a revision of Head Start School Bus services for the 2020/2021 School Year. The result of this expected change is included in this Budget. Head Start is experiencing changes in how they

provide classroom services. Specifically, there is a shift in resources which may allow HS to convert some three-hour classes to six-hour class. Since HS does not currently provide transportation for most six-hour classes, this may result in a shift in routes from one school to another, depending on where the transportation need moves between schools.

- There has been very little change in FMAAA funded services since the reduction in FMAAA funding several years ago. Recently the FMAAA added a new requirement to provide a minimum number of senior trips. The CTSA responded by expanding the boundaries for the three remaining sites and doing outreach activities to help promote the service. The result of these efforts has been an increase in the FMAAA senior trips provided. A fourth site at Inspiration Park was also added to the program. The FMAAA transportation contract was cancelled when the Senior Centers were closed at the end of March 2020. As of the drafting of this report, FMAAA has not provided a date for the resumption of services.
- COVID-19 Changes: CTSA Changes resulting from the COVID-19 Pandemic included the following, starting in Mid-March when a State of Emergency was declared:
 - CVRC Transportation Services were canceled; however, CVRC continued to pay for transportation services at the average number of individuals previously transported thru August 31, 2020. This allowed us to use the CVRC drivers to assist in providing increased meal delivery services to seniors and children who were required to stay home.
 - Meal deliveries increased because seniors and children were not allowed to go to school or to senior centers or other activities.
 - Head Start sites were closed when Fresno Unified closed due to the Shelter in Place order.
 - CalWORKS continued to run; however, the number of participants was reduced as worksites closed.
 - FMAAA canceled the contract effective March 31, 2020.

CTSA Service Contracts

<u>Customer</u>	<u>Projected Revenue</u>	<u>Service</u>	<u>Area</u>
CVRC	\$ 2,814,900	Developmentally Disabled	Urban & Rural
EOC Meal Delivery	\$ 868,731	Elderly	Urban & Rural
EOC Head Start	\$ 750,000	Student Transportation / Meals	Urban & Rural
Fresno CalWORKS	\$ 403,620	Disadvantaged Transportation	Urban
FMAAA	\$ 35,600	Senior Transportation	Urban
Nikkei Senior Center *		Senior Transportation	Urban
(*Driver provided by Nikkei)			
Soul School *		Student Transportation	Urban
(* assist with bus tokens)			

Vehicle Procurement

The 2018/2019 FTA 5310 cycle is being administered by the Fresno COG offices. The CTSA applied for five (5) vehicles. Fresno EOC was selected to receive three (3) buses based on the Fresno COG selection process. The application has been submitted and federal approval is pending. Fresno EOC is expected to receive \$257,030 for three buses. As explained below, the average age of the fleet is over 10 years old, requiring significant investment in the years to come. Part of the projected carryover will be budgeted for fleet modernization.

Vehicle Inventory

The CTSA fleet consists of the following:

Number of Vehicles	Description	Fuel Type
29	School Buses	Diesel
59	Wheelchair Cutaway Vans	Gasoline
5	Small Mini-Vans	Gasoline
31	Meal Delivery Vans	Gasoline
124	Total Vehicles	

Complete Vehicle Inventory Detail is found in **Exhibit A**. As can be seen in Exhibit A, many vehicles will need to be replaced in the coming years and will be need to be funded in part by carryover funds.

Personnel

Fresno EOC operates two programs that are involved in the CTSA services, Food Services and Transit Systems. Only the drivers for Food Services are funded by the CTSA operations. The Food Service Director, as well as all other food service employees, are not included in the OPB. The Operations & Financial Supervisory position was changed to an Operations Manager. The CTSA is staffed as follows:

1	Transit Systems Director
1	Operations Manager
4	Operational Supervisors
1	Vehicle Maintenance Manager
2	Route Planners/Schedulers
7	Dispatchers
105	Drivers (includes relief staff)
2	Vehicle Detailers
5	Mechanics/Technician (Vehicle and CNG)
2	Clerical
130	Total

Note: Approximately 26% of the drivers were furloughed at the end of the 2020 FY and are pending a return once the Head Start program begins the 2020/21 school year. As of the drafting of this report the exact date when that will occur is unknown.

Looking Back 2019/20

The 2019/2020 Fiscal Year is best explained in two parts, before and after the State of California declared a State of Emergency which occurred on or about March 16, 2020. Before that date 2019/2020 was on track to be a building year as new contracts were added or prepared to be added. Some budgets increased but most remained constant, until March when COVID-19 hit. The largest contract, CVRC, experienced a slight increase in the number of consumers as well as a State-generated 8.2% rate increase. Labor costs continue to increase as well.

The cost of fuel continued to be volatile, until the decline due to COVID-19. Service levels with our contracts likewise were constant until mid-March.

Meal delivery service levels, have increased drastically after March 2020. Between increases in senior contracts and the shifting of seniors at centers to homebound, and children staying home from school, meal delivery has increased tremendously.

Looking Ahead 2020/2021

The 2020/2021 year will be another challenging year as budget constraints continue to keep pressure on funding sources for disabled and elderly programs. With the CVRC increase in funding, part of the uncertainty has improved; however, no one knows how long it will take to get back to normal service once the pandemic is over and its effects on the local budget continue to have a significant impact in the areas of Head Start transportation, as well as senior service transportation. We did begin a new route for the California Veterans Home (Calvets) which was going well before March. The CTSA will evaluate strategies in an effort to seek new contracts in 2020/2021. Fuel prices, while low for a few months, will likely become very volatile again. The economy is equally unpredictable and will have a large impact on services and ridership.

Due to the changes in the services associated with the CTSAs, both Urban and Rural, there was significant carryover from the 2019/20 fiscal year. This was primarily due to one-time savings resulting from COVID-19 reductions as well as rate adjustments in the CVRC, Head Start and Food Service operations. These carryover funds will be available for new projects to be identified by the CTSA partners and plans developed for their operation.

One new contract that has been added to both the Urban and Rural CTSA programs is Inspiration Transportation. This service provides social service micro-mobility transportation for disadvantaged communities to medical, employment and other destinations.

SECTION III. GOALS, OBJECTIVES AND POLICIES

The Fresno Urban and Fresno Rural CTSA have adopted the primary CTSA goals, objectives and policies delineated in Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan. These are as follows:

GOAL:

PROVIDE SAFE, RELIABLE TRANSPORTATION FOR AGENCIES BY PROMOTING IMPROVED COORDINATION AND CONSOLIDATION OF AVAILABLE RESOURCES.

OBJECTIVES:

1. Centralize administration to eliminate duplicative administrative requirements.
2. Identify and consolidate all sources of funding to provide more effective and cost-efficient services.
3. Centralize dispatching for more efficient vehicle use.
4. Centralize maintenance for adequate, regular and more cost-effective vehicle maintenance.
5. Implement an exemplary driver-training program for safer vehicle operation and lower insurance costs.
6. Combined purchasing and pricing bid/quotes for more effective cost savings.

POLICIES:

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise.
2. The following policies provide a framework for developing a sound public transportation system throughout Fresno County. They expand upon previously stated overall Regional Transportation Plan (RTP) goals, objectives and policies and are more specifically targeted toward the public and social services transportation system.
 - A. Continue to pursue expanded federal, state and local funding for both public and social service transportation.
 - B. Provide transportation to the eligible agencies within defined service areas, focusing on transportation needs of low-income, elderly and disabled persons.
 - C. Support coordination and consolidation of social service transportation and promotes effective and efficient use of existing resources.
 - D. Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy transportation needs which are determined to be reasonable to meet.
 - E. Incorporate a variety of public transportation services and vehicles, as warranted, throughout the County.

- F. Encourage the private sector to engage in the provision of public transportation services.
 - G. Advantages and disadvantages of projects are considered; factors include economic, environmental and social factors.
- 3. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.
- 4. Consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.
- 5. The COG shall utilize its regulatory role over Transportation Development Act (TDA) funds by monitoring and evaluating the performance of the CTSA's through the TDA claim process, an annual financial audit, an annual productivity evaluation, a triennial performance audit, and the CTSA's compliance with the AB 120 Action Plan.
- 6. The COG, as part of its on-going transportation planning process, which includes review by various technical committees, shall review CTSA designates' compliance with the AB 120 Action Plan annually, at a minimum.
- 7. The COG shall review, through the Executive Order 12372 review process the transportation services offered by social service agencies and their appropriate comments and finding encouraging their participation with the CTSA's, as part of the final A-95 Clearinghouse commentary.
- 8. The COG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or in part provides transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.
- 9. Overall TDA/LTF Article 4.5 funds shall not be expended without the minimum match requirement with other available funds to the CTSA.
- 10. CTSA's shall be required to maintain, at a minimum, an overall farebox revenue-to-operating cost ratio of fifty-five percent (55%) for all CTSA transportation services. The required fare box revenue may consist of fares, donations and/or social service agency revenues.
- 11. CTSA services shall be evaluated annually by the COG's Social Services Transportation Advisory Council (SSTAC) Productivity Evaluation Committee. SSTAC evaluation shall include recommendations regarding changes and improvements in existing CTSA services. The SSTAC shall be responsible for reviewing performance standards to be used in the evaluation process. Performance standards shall take into consideration the special needs that are being responded to by the CTSA and also the goals of AB 120. The SSTAC evaluation process shall take place prior to the annual submission of the OPB to the COG to allow for the inclusion of any SSTAC recommendations in the OPB.
- 12. All new services initiated by the CTSA will be subject to a one-year evaluation process. Each new service will be required to meet specified performance

objectives. The first three months of operations will be utilized to establish and market the new service. Modifications to the service, if appropriate, will be recommended and implemented during this time. If, after nine months, it is the opinion of the SSTAC that the service will not meet performance standards, the SSTAC may recommend that the service be discontinued. If the service is to be terminated, the period between nine and twelve months will be used to provide and orderly phase out.

SECTION IV: OVERVIEW OF CTSA SERVICES

1. URBAN AND RURAL CTSA DESIGNATIONS

FCOG has co-designated the City of Fresno (FAX) and FRESNO EOC as the CTSA for the Fresno Metropolitan Area. FCRTA and FRESNO EOC are the CTSA co-designates for Rural Fresno County as the Fresno and Rural CTSA's. These agencies are responsible for working toward improved social service transportation through coordination and consolidation of transportation services. The Fresno Urban and Rural CTSA's also are to work to achieve the following six objectives.

- A. Centralized Administration
- B. Consolidated Funding
- C. Centralized Dispatching
- D. Centralized Maintenance
- E. Driver Training Programs
- F. Combined Purchasing

FRESNO EOC is the administrator and operator of the Fresno Urban and Rural CTSA services and as the lead social service agency FRESNO EOC provides liaison with the social service agencies participating in the Fresno Urban and Rural CTSA program. The City of Fresno and FCRTA, as public agencies, provide public accountability for CTSA operations.

The Fresno Urban and Rural CTSA is composed of various social service agencies operating various social service programs. Occasional activities (i.e., special trips not funded by TDA monies) are not included in calculations and statistics. The Fresno Urban and Rural CTSA attempts to maximize resource utilization while responding to needs through the coordination of existing resources combined with new resources.

2. DESCRIPTION OF URBAN CTSA SERVICES

The FRESNO EOC, as lead social service agency, is responsible for coordinating and consolidating the transportation services of social service agencies. Responsibilities include the following:

- A. Development of social services transportation data
- B. Needs assessment
- C. Implementation strategy for consolidated/coordinated operations
- D. Contractual relationships
- E. Overall administration of urban and social service transportation operations

As a claimant of TDA/LTF Article 4.5 funds, FRESNO EOC is a fiscal agent for Fresno Urban CTSA operations involving participating social service agencies in the Fresno Metropolitan Area.

Services which comprise the Fresno Urban CTSA are shown on **Exhibit B**. Further detail on the Urban CTSA services is provided in section 3.

3. DESCRIPTION OF RURAL CTSA SERVICES

The FRESNO EOC and FCRTA, as co-designated CTSA's, have jurisdiction in the Rural Fresno County Area. FRESNO EOC is the lead agency responsible for overall program administration, including the following:

- A. Liaison with social service agencies
- B. Data collection
- C. Development and implementation of the Rural OPB
- D. Execution of service contracts
- E. Administrative responsibilities

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COG monitors and evaluates FRESNO EOC performance. Agencies and programs, which comprise the Fresno Rural CTSA, are shown on **Exhibit B**. Further detail on Rural CTSA services is provided in Sections VI and VII.

4. STATUS OF URBAN AND RURAL OPERATIONAL OBJECTIVES

Since its inception, the Fresno Urban and Rural CTSA have made significant progress in implementing several of the coordination and consolidation objectives, as follows:

A. Centralized Administration

The Fresno Urban and Rural CTSA currently administer and operate transportation services for numerous social service programs. Centralized administration of the Fresno Urban and Rural CTSA has resulted in the ability to amalgamate with other agencies to provide a broader-based and a more comprehensive view of service needs and objectives. This enhanced planning capability has resulted in a more effective utilization of available funds.

The Fresno Urban and Rural CTSA has continued to serve as a technical advisor and clearinghouse for small community-based organizations and other governmental member agencies. Staff time devoted to administration has been reduced and other cost savings have been affected as a result of increased technical expertise utilized in service planning and delivery.

For example, the Central Valley Regional Center (CVRC) requires transportation for approximately 450 consumers from home to approximately 18 work locations or training centers each day. Centralized Administration allows for CVRC staff and home providers to communicate with a single source to coordinate a very complex operation each day.

The Fresno Madera Area Agency on Aging (FMAAA) uses the CTSA to coordinate the transportation of senior citizens each day to congregate meal sites to participate in fellowship and nutritious meals in the Urban and Rural areas. The CTSA coordinates the daily rides and makes individual and route adjustments as necessary.

Agencies and programs, which comprise the Fresno Rural CTSA, are shown on **Exhibit B**. Further detail on both the Urban and Rural CTSA services is provided in Sections VI and VII.

B. Consolidation of Funding

Consolidating funding under the CTSA allows for economics of scale when purchasing capital equipment and leveraging funds for the operations. The Fresno Urban and Rural CTSA anticipate various operating revenues from social service agencies in FY 2020/2021. These revenues, along with donations from seniors participating in the congregate meal program, contribute to the minimum required fare box match requirements of 55%. In 2019/2020 combined Urban and Rural fare box exceeded the required minimum match of 55% to the level of 74.2%. In 2020/2021 the fare box match is planned at 75.7% or above for the combined urban and rural areas. These match projected percentages include all non TDA funds as match.

Consolidation of funds increases leverage in purchasing vehicles. As necessary, the Fresno Urban and Rural CTSA applies for Federal Transportation Administration (FTA) Section 5310 Capital Grants to purchase new vehicles and other equipment, such as two way radios, wheelchair lifts and computer equipment/software, in an effort to keep the fleet current. Keeping the fleet up to date is important for the reliability of vehicle service to our customers; it also assists in maintaining a more constant vehicle maintenance expense and cost of maintenance per vehicle. Currently those FTA Grants are utilizing toll credits for the local match. Fresno EOC did use TDA funds for any local match required for vehicle costs exceeding the maximum allowable per vehicle cost set by the FTA.

The CTSA applied for five (5) FTA 5310 vehicles in the 2018/2019 grant cycle and was allocated \$257,030, enough for three (3) buses. The Fresno COG is waiting for federal approval before officially awarding the funds. They are hopeful approval will be received by September 2020.

C. Centralized Dispatching

The CTSA has consolidated dispatching into one central center. The specific benefits of dispatch consolidation are the reduction of transferred calls, a better regional awareness within the County, consistency, expertise, economic and operational efficiencies and better accountability, data and customer service. During the 2017-18 FY the Fresno EOC purchased dispatching software with tablets to use on the buses.

Currently the CTSA utilizes a two-way radio system. During the 2017-18 FY Fresno EOC expanded the telephone system using a new fiber optic phone line. This expanded the number of possible concurrent calls from 20 to 70. Fresno EOC reduced the number of dispatchers employed to 9 and nine (9) dispatcher stations is equipped with a multi-line telephone system, a computer with dual monitors. The two software systems have scheduling, data-base and mapping systems. Each Dispatch station also has two-way radio microphones with separate audio listening devices, and various protocol references and quick reference procedures. The internet service is supported by fiber optic service lines for maximum speed and capacity.

A phone system was included with the equipment that includes call-accounting features. This allows EOC to determine the call volume to each of the 9 dispatch phone lines. This is used as a tool to measure current performance and future growth.

Bilingual dispatchers are on duty and a number of bilingual personnel are available for interpreting needs in several languages. There are nine (9) dispatchers assigned to the Fresno EOC Transportation Center. All dispatchers are supervised at the Fresno CTSA Transit Systems Nielsen Operation Center.

Call volume studies are conducted at the Fresno Station to reflect the call volume in a typical 24-hour period. The results of the most recent Fresno call volume may be found in **Exhibit C**. The results showed the Fresno Center has a capacity to more than double in volume. Phone caller count software was installed in 2018 to allow this call computation reporting.

D. Centralized Maintenance

One of the major goals of the Fresno Urban and Rural CTSA is to establish and offer a preventative maintenance program that provides on-site maintenance services. To accomplish this goal, all-preventative maintenance work (defined as tune-ups, oil changes and lubes, complete brake work and other minor repairs) is performed at the CTSA maintenance service facility, located at 3110 W. Nielsen Avenue in Fresno, by trained professional certified mechanics.

This preventative repair work is required by California Highway Patrol regulations. All repairs are performed according to existing preventative maintenance schedules approved by the California Highway Patrol (CHP) for all motor carriers. All repairs are subsequently recorded and filed as approved by the California Motor Carrier Division for general record keeping and vehicle history documentation.

Additionally, the Fresno EOC maintenance department is currently utilizing maintenance tracking software, which has greatly enhanced record keeping, and reporting capabilities. In December of 2019 the CTSA received a “satisfactory” rating from the California Highway Patrol (CHP) Motor Carrier

Division, this is the highest rating given by the CHP. The CTSA has earned this satisfactory rating each year since inception.

The CTSA continues to look to market its services to other Social Service Agencies. The Fresno Urban and Rural CTSA, as part of its OPB, commenced operation of a centralized maintenance facility on March 3, 1987. The facility is in need of expansion in order to meet current alternative fuel vehicle needs. Additional shifts could be used to increase the number of vehicles serviced.

Fresno EOC mechanic productivity and all vehicle repairs are entered into a vehicle maintenance software tracking program. Mechanic productivity meets labor industry standards. Fresno EOC is embarking on a General Plan for the Nielsen Complex that includes the addition of more maintenance bays and expansion of the Food Preparation Center. Recent health issues and social distancing in our community have increased the need and opportunity for more meal deliveries to social service agencies.

The CTSA continues to offer very competitive labor rates for maintenance services. We provide all maintenance for the transit fleet as well as a few other local social service programs such as the Local Conservation Corps, Sanctuary Youth Services Program, and Head Start site staff vehicles.

Service Schedule:

All repairs and Preventive Maintenance services are scheduled based on the Daily Driver Pre-Trip Report forms which are turned in each day after the route is completed. These forms log the daily miles traveled and note any problems that the vehicle may have on a particular day. The service intervals are based on mileage or days. (School Bus-3,000 miles/45 Days; B-Bus-5,000 miles/90 Days, whichever comes first).

Labor Rate:

The shop labor rate is set well below most regular shop labor rates due to operational efficiencies and our non-profit status. All outside agencies will receive the lowest negotiated rate possible for their fleet size.

Equipment/Parts:

The maintenance facility is equipped with tools such as scanners, brake lathes, high tonnage lifts, automated lube equipment, tire machinery and other necessary shop tools. The parts storage room is stocked with filters, alternators, specialty vehicle parts and various dealer items. Bids are taken annually to assure best possible price and service.

Mechanics:

The five mechanics, two assigned to Fresno EOC vehicle accounts, have a combined experience of over 100 years and each mechanic is ASE Certified in various categories. All are capable of working on a variety of vehicles from gasoline, CNG, and diesel fueled.

E. Driver Training and Safety Programs:

The Fresno Urban and Rural CTSA have developed a comprehensive program for training and orientation of all CTSA. The program is open to the City of Fresno, Fresno Area Express (FAX), the City of Clovis, the Fresno County Rural Transportation Agency (FCRTA), as well as various other transit agencies working within the CTSA.

General Public, demand-response transit drivers are required to obtain a Special Driver Certificate through the California Highway Patrol. All drivers who seek a certificate or need to renew a certificate must complete the California Department of Education's approved Bus Driving Course. Our California State Certified Instructors are certificated through the Department of Education to teach this course.

The training for an original applicant consist of a minimum of 40 hours of total instruction, which includes but not limited to 20 hours of classroom and 20 hours of behind the wheel training.

The renewal driver must acquire 10 hours of in-service each year and when they are up for renewal, they must complete 10 hours of classroom. This course provides the applicant with the information needed to become a professional bus driver.

The minimum 20 hours of classroom instruction includes, but not limited to, knowledge of laws and regulations, defensive driving, specialized defensive driving, passenger loading and unloading and special needs for the developmental disabled. This is to ensure efficient safe transportation and proper training to pass the state-required driving test.

The study materials used are current and up-to-date DMV California Driver handbook, DMV Commercial Handbook, Passenger Transportation Safety Handbook, and other materials required for each lesson.

The CTSA conducts mandatory driver in-service meetings held five times a year. The mandatory driver in-service meetings are specialized training for the drivers.

Topics covered include but not limited to defensive driving techniques, emergency procedures, passenger management, loading and unloading passengers safely, use of special equipment such as wheelchairs, w/c lifts, w/c 7-point tie-downs, and vehicle safety and ADA and Cal/OSHA requirements. Drivers are informed of any new or existing laws or regulations that are added or changed.

One of the five meetings is hands-on training. This is where vehicles and events are planned and drivers get hands-on training through demonstrations. One event may include a session on vehicle breakdowns or when and how emergency red triangles are set up physically and safely.

Other events may include bus evacuation demonstrations, blind spots tips and use of mirrors, wheelchair safety inspection, and wheelchair 7-point tie down system and wheelchair lift procedures.

The Safety Team consists of a Manager/Director, Agency Safety Coordinator, a Transit Supervisor and two non-management employees one of which is a mechanic. The Safety Team meets five times per year. The goal of this team is to discuss on-the-job injuries and/or vehicle accidents prevention. This team has made a positive impact on the safety record. The CTSA encourages employees to offer safety suggestions. The Safety Team reviews all suggestions and they are reviewed at the mandatory safety meetings.

The CTSA has established a nomination program, to recognize employees for safe driving. This program increases safety awareness, while decreasing the number of work related injuries by rewarding employees when no injuries or accidents occur. This proactive safe behavior creates a safe working culture. Each Transit employee is eligible for the recognition. Employees are recognized at one of the mandatory in-service training meeting.

The CTSA has a safety video library. The library consists of training videos and is expanding to ensure up-to-date education on vital safety procedures and the critical elements of safe driving.

The CTSA offers an instructional class in American Red Cross First Aid and Cardiopulmonary Resuscitation (CPR). All CTSA supervisors are American Red Cross certified to teach First Aid and Cardiopulmonary Respiratory (CPR). All drivers attend this course and every two years renew their certificate. This course

teaches drivers to identify and eliminate potentially hazardous condition in their environment, recognize emergencies and make appropriate decisions for first aid care. It teaches the knowledge and skills that individuals in the workplace need to know to give immediate care to an ill or injured person until more advance medical care arrives.

The CTSA continues to be enrolled, as required by TDA regulations, in the California Department of Motor Vehicles (DMV) Pull Notice Program. This program allows the employer to receive updated information on each driver. It is generated every 11 months. If a driver has any activity on his or her driving record, DMV will generate a pull notice to the employer.

The DMV Pull Notice Program enables the CTSA to identify drivers who may be receiving a suspension or revocation. The driver is informed about the actions and may take care of any situations before the suspension. If a suspension takes place, the employer can take measures to ensure the driver does not drive until the action is lifted.

The Fresno Urban and Rural CTSA are active in the refinement of a Caltrans Risk Management Program, developed in cooperation with the California Association for Coordinated Transportation (CalACT). The CTSA's insurance carrier continues to refine the safety program to meet social service transportation program safety training and insurance needs.

The CTSA insurance carrier offers continuing support for ideas to keep the training program on a forward track. Working together has resulted in a more comprehensive plan to reduce accidents with a safety-first attitude for all drivers and staff.

The CTSA in cooperation with co-designee FCRTA has developed a Mobility Training Program that emphasizes safety, on-board behavior, transfers and proper use of wheelchairs, walkers, and other mobility devices. This training is available on-site or at congregate sites.

F. Combined Purchasing

The CTSA conforms to the purchasing policy as established by the Fresno EOC Finance Department and is reviewed by the Internal Auditors. Annual bidding is performed in order to compare market costs and utilize the lowest cost for goods and services. This bidding includes vehicle best quality at the parts, fuel, insurance policy coverage's and all other major goods and services. All goods and services over \$5,000 are purchased with a minimum of three (3) vendor quotes. Goods and services over \$75,000 must follow a formal bid procedure. Any purchases over \$150,000 must follow formal bid purchases and be approved by the Fresno EOC Board. A separate CTSA audit is performed annually along with an Agency wide Audit.

Vehicle purchasing is planned and programmed based on vehicle life expectancies. The majority of the CTSA vehicle replacement plan is performed through the State of California administered FTA 5310 vehicle grant program. The CTSA also assists other non-profit agencies in reviewing and coordinating their FTA 5310 application grant requests. Combined purchasing allows for better value and pricing to the CTSA and its partners.

Section V PRODUCTIVITY PERFORMANCE EVALUATION

1. PRODUCTIVITY EVALUATION 2018/2019: EVALUATION RECOMMENDATION AND PROGRESS

A. Comply with the Triennial Performance Audit Recommendations for FY 2015/16, 16/17 and 17/18.

Fresno EOC has reviewed and concurs with the Triennial Performance Audit Recommendations for 2015-2018. Please see Section 2 below for Triennial Performance detail.

B. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.

The CTSA remains committed to contracting with the sector of the population that meets its mission. The CTSA provides drivers and back-up vehicles as necessary and continues to seek other potential funding sources.

The CTSA continues to encourage and make aware the services available to other transportation agencies that meet the CTSA mission.

Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.

The CTSA continues to train drivers to meet state and federal regulations. The CTSA employs two (2) full time certified Behind the Wheel and two (2) Classroom Instructors. Also, the CTSA staff continues to provide CPR/First Aid, and safety training to other agencies. The CTSA continues to seek opportunities with other social service agencies to offer driver-training programs.

Fresno EOC, acting as the CTSA for Fresno County, encourages and assists many local agencies with a coordinated plan for Driver Training and acquisition of accessible vehicles via the Federal Transit Administration (FTA) 5310 grant vehicle program. The CTSA also encourages these agencies to attend the Driver Training meetings scheduled five (5) times per year. These meetings cover variety of topics including Sensitivity Training for elderly and disable clients, Defensive Driving, Emergency and Evacuations procedures, and Safety Equipment-Fire Extinguishers/Flares/First Aid Kits and loading and unloading of passengers. Behind-the-Wheel Training is available as necessary.

Annually, CTSA participates in the California Association of School Training Officials (CASTO) and the Yosemite Community Education seminar.

C. Address responsibilities under the Americans with Disabilities Act of 1990.

The American Disability Act (ADA) of 1990 supports services that accommodate the objectives of ADA. Fresno EOC continues to attend ADA sponsored workshops and seminars to remain effective/current in ADA related issues. Following the Federal Transit Administration (FTA) Section 5310, Fresno EOC continues to provide wheelchair equipped/accessible school buses and vehicles.

The CTSA has in its fleet ADA accessible Buses with full wheel-chair tracking and flip-seat systems. Not only does this allow the maximum amount of disabled passengers possible, but it also allows configuration to meet other passenger needs. A complete listing of all CTSA vehicles is shown in **Exhibit A**.

D. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Fresno Council of Governments Transportation Control Measures Plan, and the Congestion Management System (CMS).

The CTSA continuously reviews the progress and recommendations from the Air District and the COFCG regarding the feasibility of implementing transportation control measures applicable to public/social service transportation.

Fresno EOC participated with the following partnerships on specific clean air projects:

- Green Commuter Electric Van for Cantua Creek: This project is funded to purchase and operate an electric vehicle to provide vanpool-type service for residents of Cantua Creek and surrounding communities. This service will help eliminate gaps in the current public transit system and connect the residents to other services currently available.
- 2017 ARB and CEC grant opportunities: FEOC Transit Systems has been approached by several groups working on new grant opportunities to provide additional gap service in various small communities within Fresno County, such as San Joaquin, Mendota, Orange Cove and Parlier. These grants will include the purchase or lease of electric vehicles, if awarded.

Fresno EOC continues to study the positive aspects and the inherent nature of CNG restraints on vehicle range, fuel tank modification costs, fuel accessibility, longer refueling time, maintenance costs, and the effects of the valley heat on CNG fuel tank capacity. The current vehicle listing indicating: Make, Model, Year, Fuel Type and expected useful life is shown in **Exhibit A**.

E. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.

The CTSA continues to consolidate and coordinate services by its outreach and marketing efforts. The CTSA works with Fresno County Case Workers to increase ridership on the CalWORKS systems to assure efficiency and productivity. The CTSA participates in community service events to advertise and market services.

G. Work with the Social Service Transportation Administration Council (SSTAC) on implementation of the COG Fresno County Coordination Human Services Transportation Plan (SAFETEA-LU)

The CTSA participated in the development and implementation of the Fresno COG Coordinated Human Services Transportation Plan. The Fresno COG, as the designated Metropolitan Planning Organization (MPO), is responsible for transportation planning in Fresno County. This includes development and adoption of planning, and transportation policy direction. The COG was the lead agency for the development of the SAFETEA-LU Plan. This plan provides a strategy for meeting local needs which prioritizes transportation service for funding and implementation, with an emphasis on the transportation need of individuals with disabilities, older-adults and low income people.

As a member of the SSTAC the Fresno EOC was very involved in the development and implementation of the Plan. The Plan was adopted on June 24, 2008. Fresno EOC also participated in the COG Mobility Group process and study by assisting in developing and prioritizing key strategies to addressing existing transportation needs and mobility gaps. See Section XI for further details on the plan.

2. TRIENNIAL PERFORMANCE AUDIT

Moore & Associates completed a Triennial Performance Audit for FY 2015/2016, 2016/2017 and 2017/2018.

Moore & Associates was awarded the contract by Fresno COG to conduct the Triennial Performance Audit for 2015/2016, 2016/2017 and 2017/2018. The CTSA submitted the requested documents, and participated in the audit for that period. Functional areas of the CTSA along with their recommendations for improvement and suggested implementation time frames are listed below

Listed below are our responses to their recommendations:

- 1.** Employ the TDA definition of full-time equivalent (FTE) employee for reporting to the State Controller.

We will use payroll records to document the total amount of time spent on transit by all employees, and use that figure (divided by 2,000) to calculate FTE for reporting to the State Controller.

2. Ensure data is reported consistently and accurately between various internal and external reports.

Data will be reported accurately and consistently among all reporting entities. It is not unusual for there to be slight variances due to the use of audited and unaudited data. FEOC will develop a clear policy as to what revenues and costs are included in the reports and compliance calculations.

3. Work with the TDA fiscal auditors and Fresno COG to ensure a detailed summary of farebox revenue ratios is included in each subsequent TDA fiscal audit.

The TDA fiscal audit will include a detailed summary of what line items are included in this calculation. In addition, it will identify whether meal delivery costs and revenues are being included in the calculation, as well as whether those funds should be included.

SECTION VI: THE FRESNO URBAN CTSA

1. BACKGROUND

The COG's "AB 120 Action Plan" co-designates Fresno EOC and the City of Fresno as the CTSA's with jurisdiction in the Fresno Metropolitan Area. The Fresno EOC, as lead social service agency, is responsible for coordinating and consolidating the transportation services of social service agencies. This includes development of social services transportation data, needs assessment, implementation strategy for consolidated/coordinated operations, contractual relationships, marketing and outreach and overall administration of urban social service transportation operations.

The Fresno Urban CTSA initiated services on April 1, 1983. The Fresno Urban CTSA provides coordinated/consolidation transportation services to the clients of social service agencies operating social service programs. The Fresno EOC's CTSA provides service to a myriad of agencies, which are described in greater detail below.

The OPB primarily reflects the services CTSA provides in the Fresno Urban and Rural areas for which TDA/LTF Article 4.5 funds are allocated. Some of the non-LTF Article 4.5 services provided by the CTSA, however, are described later in this section to provide a comprehensive view of the diversity of services offered by the CTSA. As a claimant of TDA/LTF Article 4.5 funds, Fresno EOC is a fiscal agent for Fresno Urban and Rural revenues.

2. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN THE FRESNO METROPOLITAN AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

The agencies listed below currently and are proposed to continue to participate in the Fresno Urban CTSA in FY 2020/2021.

<u>AGENCY</u>	<u>SERVICE</u>
1. Central Valley Regional Center	Developmentally Disabled Transportation Vehicle Maintenance
2. Fresno County CalWORKS	Passenger Transportation
3. FMAAA Senior Transportation	Elderly Transportation Vehicle Maintenance
4. Fresno EOC Food Service	Senior Meals/Summer Lunch Congregate Meal Delivery Vehicle Maintenance
5. Fresno EOC Head Start	Student Transportation Congregate Meal Delivery

	Vehicle Maintenance
6. California Veterans Home	Senior Transportation
7. Special Event trips for Social Service	Vehicle Maintenance
8. Agencies and Non-Profits	General Transportation
9. Inspiration Transportation	General Transportation

A more detailed description of CTSA's overall services is provided below under "Timesharing and Ridesharing Services" and "Consolidated Services."

A. Fresno Urban Timesharing and Ridesharing Services

Today, more than ever, the Central Valley faces air quality, mobility and traffic congestion problems because of vehicle use. A flexible approach that allows vehicle Timesharing and Ridesharing sets up in a dynamic system that provides an opportunity for a safe, flexible, convenient and affordable service that utilizes vehicles in a most efficient way. The CTSA, because of its designation, has the ability and the obligation to advance Timesharing and Ridesharing services. A description of each program is provided in addition to program activity in the following narrative.

1. Central Valley Regional Center (CVRC)

The CTSA has been providing contract services with CVRC to provide weekday round-trip passenger service from the program's developmentally disabled consumer's residence to various training and educational sites throughout Fresno County.

2. Fresno County CalWORKS

Provides ridesharing for clients during non-traditional hours 6:00 p.m. to 7:00 a.m. seven days per week. Clients are transported to job training or day care facilities for their children.

3. FMAAA Senior Transportation Program

This program provides passenger transportation for senior citizens to locations throughout the City of Fresno. Services are provided each weekday.

4. Food Services Senior Congregate Meal Program

The Congregate Program provides meal delivery service to various metropolitan area sites for the senior citizens of Fresno. Hot meals are delivered to specified sites each weekday.

5. Head Start Program – Student Transportation and Meal Delivery

This program provides meal delivery for students to designated sites throughout Fresno each weekday. Services are provided to seventeen urban Head Start sites during the school year. The service operates approximately 154 days annually during the school year.

6. California Veterans Home – Senior Transportation

This program provides a transportation link between Calvets and the downtown transportation hub where the residents of the home can connect to other transit routes serving all of Fresno and Clovis.

7. Other Meal Delivery

Fresno EOC has agreement to deliver meals both congregate, homebound, and sack lunches to various non-profit and social service agencies throughout Fresno County.

8. Special Trips for Social Service Agencies and Non-Profits

The CTSA provides special transportation services for non-profit groups, such as the Police Activities League, Fresno Farm Bureau, Head Start, Hinton Center, Fresno County Dept. of Education, City of Fresno etc., upon availability of vehicles and driving personnel. Demand for these trips has increased exponentially in the past two years, especially during the summer months.

9. Inspiration Transportation

One new contract that has been added to the Urban program is Inspiration Transportation. This service provides social service micro-mobility transportation for disadvantaged communities to medical, employment and other destinations.

B. Fresno Urban Consolidated Services

The Fresno Urban CTSA provides consolidated transportation and maintenance services to a variety of social service programs as described below.

1. Fresno EOC Local Conservation Corps

The Urban CTSA provides vehicle maintenance for this program, which provides conservation training at designated sites. The CTSA also provides Defensive Driver Training for their employees.

2. Nikkei Program

The Urban CTSA provides vehicle maintenance and back up services to this program. The Nikkei Program provides passenger transportation service for Asian American seniors throughout Fresno. The Fresno Urban CTSA provides

this service under subcontract with Nikkei. This service operates approximately 7.5 hours a day. The Urban CTSA provides back-up services.

3. Fresno EOC Sanctuary & Support Services

The Urban CTSA provides vehicle maintenance for the Sanctuary vehicle. Transportation services are provided to clients of this program, which is designed to provide a safe environment for at-risk youth. Bus Token subsidy is also provided for these low-income and disadvantaged youth.

4. SOUL (School of Unlimited Learning)

The Soul Charter School has some vehicle maintenance. It also receives assistance from the EOC Transit Systems by means of bus token subsidy for its student population.

PROPOSED FY 2020-2021. URBAN BUDGET

The Urban CTSA FY 2020-2021 combined capital and operating budget is projected at \$4,535,805. This revenue includes TDA 4.5 funds of an estimated \$1,194,656, Social Service funds of \$3,084,119, and FTA Section 5310 funds of \$257,030. The TDA funds are net of a carryover of \$554,692 from FY 2020, new LTF funds of \$1,124,408 and leaving a surplus of \$484,444 to carry over to FY 2022. See attached budget **Exhibit F** for further details.

SECTION VII: THE FRESNO RURAL CTSA

1. BACKGROUND

The COG's "AB120 Action Plan" co-designates Fresno EOC and the Fresno County Rural Transit Agency (FCRTA) as the CTSA's with jurisdiction in the Rural Fresno County Area. The Fresno EOC, as lead social service agency, is responsible for overall program administration including liaison with social service agencies, data collection, development and implementation of the rural OPB, execution of service contracts, and related administrative tasks.

FCRTA, as the claimant of TDA/LTF Article 4.5 funds for Rural CTSA operations, is the prime administrator of those funds. FCRTA provides technical assistance for OPB development and the COFCG monitors and evaluates Fresno EOC performance.

For many years, much has been achieved with continued progress made to improve coordination and consolidation of social service transportation within Fresno County. In June 1988, an inventory of public and private social service agencies in Fresno County was completed.

2. DESCRIPTION OF EXISTING AND PROPOSED CTSA SERVICES IN RURAL FRESNO COUNTY AREA (SUPPORTED BY TDA/LTF ARTICLE 4.5 FUNDS)

The agencies listed below currently and are proposed to continue to participate in the Fresno Rural CTSA in FY 2020-2021.

AGENCY	SERVICE
1. Central Valley Regional Center	Disabled Passenger Transportation
2. Fresno EOC Head Start	Student Transportation Vehicle Maintenance Congregate Meal Delivery
3. Fresno EOC Food Services Senior Meal	Congregate Meal Delivery Delivery Service Vehicle Maintenance
4. Special Trips for Social Service	General Public Transportation
5. Agencies and Non-Profits	Vehicle Maintenance
6. Fresno EOC Food Services	Senior Congregate Meal Program

The Congregate Program provides meal delivery service to various rural area sites for the senior citizens of Fresno County. Hot meals are delivered to specified sites each weekday. Frozen meal deliveries to senior homes began via an agreement with the FMAAA in the summer of 2013.

7. Inspiration Transportation

One new contract that has been added to the Rural CTSA program is Inspiration Transportation. This service provides social service micro-mobility transportation for disadvantaged communities to medical, employment and other destinations.

A. Fresno Rural Timesharing and Ridership Services

Today, more than ever the Central Valley faces air quality, mobility and traffic congestion problems because of vehicle use. A flexible approach that allows vehicle Timesharing and Ridesharing set up in a dynamic system that provide an opportunity for a safe, flexible, convenient and affordable service that utilizes vehicles in a most efficient way. The CTSA, because of its designation, has the ability and the obligation to advance Timesharing and Ridesharing services. The social service programs and public transit for FY 2019/20 contracts listed below comprise the Rural CTSA Timesharing operations. (Refer to Exhibit B).

1. Food Services Senior Meals and Summer Lunch Program

Congregate senior meal delivery service is provided to nineteen rural communities and anticipates serving fifteen sites for Summer Lunch Programs.

2. Head Start Program – Meal Delivery

This program provides meal delivery for students to fifteen (15) designated sites throughout Fresno County each weekday. Services are provided during the school year. Meal delivery is also provided to other rural Head Start sites on a requested basis.

3. Central Valley Regional Center (CVRC)

Fresno EOC has been providing contract services with CVRC to provide weekday round-trip passenger service from the program's Developmentally Disabled consumer's residence to various training and Educational sites throughout Fresno County.

4. Special Functions

Transit Systems provides transportation for special functions for various non-profit agencies within Fresno County such as miscellaneous Head Start field trips, and the summer job training seminars for the Workforce Development Board, and the Fresno County Farm Bureau.

5. Inspiration Transportation

One new contract that has been added to both the Rural CTSA program is Inspiration Transportation. This service provides social service micro-mobility transportation for disadvantaged communities to medical, employment and other destinations.

PROPOSED FY 2020-2021 BUDGET

The total FY 2020-2021 Rural CTSA capital and operating budget is estimated at \$2,558,200. This includes operating revenue projected at \$1,895,831 in Social Service funding, and \$662,369, in net TDA 4.5 funds. See **Exhibit H** for details.

SECTION VIII:

FY 2020-2021 URBAN AND RURAL CTSA SERVICE IMPROVEMENT PROGRAM

1. SERVICE IMPROVEMENT PROGRAM OBJECTIVES

The following reflects program development objectives to be used as guidelines in the implementation of Fresno Urban and Rural FY 2020-2021 OPB.

A. General Administration

1. Utilize to the maximum extent possible LTF funds to help subsidize qualified social service agencies with their transportation needs.
2. Continue to seek more efficient and cost- effective measures as a means of maximizing resources in an effort to meet the transportation need of social service agencies.
3. Seek additional transportation contracts, to the extent possible, that do not require additional TDA/LTF Article 4.5 funding in an effort to lower overhead and stretch the LTF funds.
4. Consolidate transportation service where feasible.
5. Encourage and support supervisory staff to obtain higher training certificates.
6. Continue to explore funding to purchase routing/scheduling software.
7. Continue to foster cooperative working relationships between the Fresno Urban and Rural CTSA co-designates in an effort to assure effective coordination between public transit and social service transportation providers focusing on the following areas:
 - a. Seek additional areas for coordination/consolidation of transportation routes and subsystem to eliminate duplication and assure a seamless and effective system.
 - b. Compatibility of administrative system, such as management information system (MIS) and accounting system in order to eliminate duplicated efforts and assures smooth transition to coordinate services where public transit operators provide social services.
 - c. Shared cost-saving measures, such as coordinated management, purchasing of fuel, maintenance and supplies and insurance, coordinate driver training programs and coordinated central dispatching.
8. Continue to be active in the Social Service Transportation Advisory Committee (SSTAC) and Transportation Technical Committee (TTC).

B. Personnel Management and Training

1. Examine staffing requirements necessary to manage growth and encourage Supervisor staff to obtain higher training certificates.
2. Review personnel management practices and provide training to program supervisors on personnel management, performance evaluation and disciplinary practices.
3. Continued compliance with Department of Transportation Drug and Alcohol Testing Program.
4. Provide maximum training opportunities for staff development.
5. Continued compliance with Assembly Bill 1611, mandating fingerprinting for all drivers of developmentally disabled persons.
6. Hold five (5) mandatory in-service/training sessions for all drivers.

C. Operations

1. Continue to ensure optimal scheduling of dispatchers and drivers.
2. Monitor fare box collection procedures and ensure that strict procedures are adhered.
3. Continue to require drivers to provide complete and accurate driver logs on a daily basis to facilitate input into the management information system and ensure its effectiveness. Develop procedures to insure timely input analysis and feedback to supervisors, drivers, and funding sources to enhance accountability.
4. Evaluate accident-reporting procedures to ensure timeliness and accuracy.

Post-accident evaluation rates as 'at fault', 'not at fault', 'preventable' and 'not preventable' as per TDA Performance Evaluation Guidelines.
5. Assure all pre-trip inspections are submitted in a timely manner.

D. Service Planning/Program Development

1. Working through the Fresno Urban and Rural CTSA's seek to establish service needs and set priorities for service provision.
2. Work to ensure program continuity and accumulate sufficient operations data to evaluate service.
3. Work with participating social service agencies and FCRTA to continue to record complaint-handling and incident procedures.
4. Work with all interested qualified social service agencies to explore the potential of consolidating their existing routes with public transit and Fresno Urban and Rural CTSA services.
5. Based on evaluation efforts, prepare and submit an updated OPB and associated TDA/LTF Article 4.5 claims.

E. Maintenance

1. Continue to bid out high volume, expensive parts to the local vendors. Assure that we are utilizing our warranty repairs through the vehicle dealers, and continue seeking the best quality and for cost sublet repair stations.
2. Document vehicle down time due to inspections or repair and the frequency and cause of mechanical failures.
3. Evaluate mechanics schedules and adjust operating hours to more efficiently provide preventative maintenance and minimize out-of-service vehicles.
4. Seek resources to improve the maintenance facility capacity and personnel performance.
5. Maintain an updated “Fleet Plan” consistent with proposed service programs and to serve as a key basis for determining short-range and long-range vehicle replacement and expansion requirements.
6. Develop a graph to show maintenance cost per vehicle.

F. Marketing

1. Continue to expand marketing program efforts through regular outreach with social services agencies throughout Fresno County. Utilize the Fresno EOC Transit Systems CTSA operation brochure at workshop and conference events.
2. Keep informed of air quality and congestion management requirements and assesses the potential of Fresno EOC’s transit services to serve as a critically needed mitigation measure.

G. Funding

Seek to maximize operating and capital revenue through all potential federal, state and local funding sources.

SECTION X. Awards and Accolades

Since 2007 the California Association for Coordinated Transportation (CalACT) has given out annual awards at its spring conferences. CalACT is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. The membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. CalACT has over 300 members and is governed by a member-elected Board of Directors who volunteers their time and expertise and the Association is managed by a professional staff according to adopted by laws and an adopted business plan. In 2007, CalACT commenced a state wide annual awards program for eight categories presented at the Spring Conference.

In 2007 the Fresno EOC/CTSA received an award for Outstanding Paratransit Program which honors a Paratransit program that has demonstrated achievement in efficiency, effectiveness and customer service. The measures are based on safety, operations, customer service, financial management, community relations and administration.

In 2009 the Fresno EOC/CTSA was recognized for twenty-five years of continuing CalACT membership in good standings. Fresno EOC/CTSA was a founding member of the association and attends and participates in conference regularly.

In 2011 the Fresno EOC/CTSA was awarded the Outstanding Rural Program Award which honors a rural transportation program that has demonstrated achievement in efficiency, effectiveness and customer service. The Fresno EOC/CTSA contracts with the Fresno County Rural Transit Agency (FCRTA) to provide drivers and dispatch service for their Agency and works closely with them to coordinate social service transportation.

Outstanding Achievement Awards are given to Fresno EOC drivers during the year for those drivers that maintain an excellent safety record and for drivers that go above and beyond the call of duty. In 2013 eight (8) drivers were recognized for Outstanding Achievement Awards.

In 2014, at its CalACT conference the CTSA received a Distinguished Membership Award for 30 years of continuous membership.

In its 2014 annual employee recognition luncheon, the Fresno EOC Board of Directors recognized a Fresno EOC/CTSA Driver, for above and beyond the call of duty in controlling a medical situation while on route.

In 2015, the United States Department of Agriculture, through the California State Department of Education awarded its annual "Sunshine" award to Fresno EOC/CTSA for exemplary performance in sponsoring over 75 Summer Food Service programs to needy children. Production workers and drivers were congratulated in this significant accomplishment.

In 2018 the Fresno EOC Transit participated in the State wide vehicle skills competition at the Clovis Rodeo event.

SECTION XI Fresno County Coordinated Human Resource Transportation Plan

The Fresno County Economic Opportunities Commission (Fresno EOC) played a significant role in developing the Fresno County Coordinated Human Resource Transportation Plan that was adopted on January 24, 2008. A Final updated version was approved in February 2015.

The Fresno Council of Governments (COG), as the designated Metropolitan Planning Organization (MPO) is responsible for transportation planning in Fresno County. This includes development and adoption of planning policies and documents review and coordination of transportation planning and policy direction. The COG is the lead agency for the development of a Coordinated Human Service Transportation Plan (CHSTP) under the direction of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). This coordinated public transit humane-service transportation plan provides a strategy for meeting local transportation needs. This plan prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individual with disabilities, older-adults and people with low-income.

In 1980, California passed the Social Service Transportation Improvement Act, which established the Consolidated Transportation Service Agency (CTSA). Along with this, the Fresno Council of Governments developed the AB120 Action Plan. This plan made it possible to maintain their existing levels of Transit Planning Commitments for social service agencies in Fresno County, while setting aside up to 5% of the annual TDA funds to further coordinate and expand transit services to these agencies. The Fresno CTSA, operated by Fresno EOC, was established in 1983. The CTSA, operating as one of the very successful CTSA's in California, was the foundation of the CHSTP. The plan includes sections on demographics of Fresno County, Existing Coordination, current service providers and costs associated with transportation. Included in the plan are detailed sections on rider needs and gaps, land-use issues, funding shortfalls, and duplication of services.

Barriers to coordination are listed and possible solutions indicated. Short range strategies and priorities were developed including (1) Finding a ride online, (2) Travel Training, (3) Increase the availability of qualified transit drivers, (4) develop a volunteer driver program, (5) addressing the issues of older-adult population (6) a national 511 Information systems for traveling (7) improved coordination by expanding participation in the CTSA, (8) shared used of vehicles, (9) reduction of operating costs, (10) the creation of transit fueling amenities, (11) increase public awareness through marketing, (12) making connection easily, (13) increase revenue resources, (14) transportation for those that can no longer drive, (15) creation of "transit-ready" environment and (16) resolving inter-jurisdictional transportation.

The CTSA is resolved to work with the COG to address these priorities. Mobility strategies begin with and understanding and commitments among local community leaders, elected officials and transportation managers that meeting the needs of older-adults and persons with special needs are critical. Increased mobility promotes independence and improves the quality of life for all citizens. The CTSA is proud to share its work with the FMAAA in providing seven vehicles to take Older Americans to congregate meal centers and transport them to medical appointments shopping/banks as necessary. The CTSA is equally proud to transport 500 CVRC consumers each day to jobs and training centers for income and socialization.

Coordination and consolidation continues to be forefront for the CTSA as the short-range priorities are addressed.

The final Fresno County Coordinated Public Transit-Human Services Transportation Plan was approved in February 2015. It contains GAP analysis regarding several areas:

- Planning and Plan Purposes
- Transportation Resources
- Mobility Needs and Gaps in Fresno County
- Coordination Opportunities to Address Gaps, strategies of Response
- Moving forward with prioritized strategies

SECTION XII CTSA Memorandum of Understanding (MOU)

The Fresno County Economic Opportunities Commission (Fresno EOC) entered into a Memorandum of Understanding (MOU) between the Fresno County Rural Transit Agency (FCRTA) and the City of Fresno in February 1983 that sets forth and defines a formal working relationship and how the agencies will contribute to an effective coordinated process to improve social service transportation coordination. This MOU is in accordance with Chapter 1120 of the 1979 California statutes, the Fresno Council of Governments the FCRTA and the City. The MOU affirms that a formal working relationship between the three Agencies will contribute to an effective coordinated process to improve social service transportation coordination with mutual and specific responsibilities relating to the social service needs of the elderly, the disabled and other low mobility groups.

Listed below are some of the major coordinate efforts:

- Administration Coordination

The agencies shall coordinate efforts and shall provide for review of the CTSA goals, policies and work program by the policy making bodies of the agencies. The MOU recognizes that Fresno EOC will perform the day-to-day administrative task relating to the development and implementation of the CTSA Operation Program and Budget (OPB). Since its inception in 1987 the Fresno EOC, an operation of the CTSA, has continually prepared the OPB each year and its responsibilities in coordinating and consolidation social service transportation with Agencies within Fresno County. The CTSA has grown significantly since 1983. The CTSA continues to work closely with the FCRTA, the City and its governing bodies to assure goals and objectives are met.

- Fresno EOC Responsibilities

Fresno EOC continues to be the lead agency responsible for administration of the overall program to improve social service coordination and consolidation. The Fresno EOC provides policy direction, develops CTSA goals and objectives and establishes administrative procedures necessary to carry out the development and implementation of the CTSA OPB. The Fresno EOC administers and executes contracts for the Rural and Urban CTSA Operations. The Fresno EOC has established a system of accounts and maintains financial records in accordance with the Uniform System of accounts and accepted accounting principles.

An independent audit of all Transit Systems is conducted each year. Fresno EOC currently has Financial Advantage software to maintain its accounting system including the CTSA Operations and Budget. Data for the CTSA and all operations are kept including ridership, revenue, operation and non-operation costs and fare ratios. In 2020/21 the CTSA has an estimated social service fare ratio of 74% for the Urban services and 79% for the Rural services. The Fresno EOC works in conjunction with the FCRTA and City to study and consider unmet needs.

The CTSA in cooperation with its agencies conduct demonstration projects and studies to assure that ridership needs are met.

The Fresno EOC works with other social service agencies in its pursuing of coordinated with consolidation transportation. One forum for this is the Social Service Transportation Advisory Council that meet regularly. This sixteen (16) member group, appointed by the, Fresno Council of Governments (COG) represents various groups of under several transit users and provide recommendation to the COG an Unmet Transit needs. Included in these groups are dependent and transit disadvantage persons, including the elderly, disabled, and person with limited means. The COG's, SSTAC, AB120 Action Plan and the CTSA programs form the foundation for development of the coordinated public transit human services transportation program for Fresno County. The Fresno County has provided development services for the OPB that includes an estimate of revenue, operating costs, and ridership, a marketing programs and the preparation of an independent fiscal audit pursuant to PUC Code, Section 99245 and 99276. The CTSA includes social service transportation with the Urban (City of Fresno) and its Rural (FCRTA) and keeps separate records data and financial records for both.

Oversight

The FCRTA and the City of Fresno provides policy direction, contributes to developing CTSA goals and objectives through the Annual Productivity Evaluation and establishes administration procedures necessary to carry out the development and implementation the CTSA OPB.

The CTSA presents the OPB, Annual Productivity Evaluation and Triennial Performance Evaluation, all Grants and service contracts to the Fresno EOC Board of Directors. Once approved, the reports and progress are reviewed by the COG's, SSTAC, Transportation Technical Committee (TTC), and the Policy Advisory Committee (PAC) and then to the COG Policy Board for final acceptance/approval.

SECTION XIII: PERSONNEL MANAGEMENT

The CTSA Management team consists of a Transit Systems Director, Transit Systems Operations & Financial Supervisor, Two Transit Systems Maintenance Supervisors, A Dispatch Supervisor and five (5) Transit Systems Driver Supervisors. The management team holds regularly scheduled management meetings to discuss operations, training, safety administrative issues and other items on the agenda.

The Supervisors are given annual accountability responsibilities as follows:

- Vehicle Wash Program
- Facilities Janitorial Duties
- Property Maintenance
- Dispatchers
- CalWORKS Liaison
- Monthly Ridership Report for FMAAA
- Quarterly Report for FMAAA
- Employee Annual Vacation Coordinator
- Safety Team Coordinator
- CVRC Operations Management
- First Aid/CPR Instructor Schedule
- Personnel Hiring
- ID Badges/Photo
- Special Trip Coordination
- Team 21 Coordination
- In Service Meeting Coordination
- Quarterly Report FTA Section 5310
- Head Start Route Authorization

Aside from these duties supervisors are given projects throughout the year. Example of current projects are: Dispatcher Ranges/Duties, yard lighting safety, senior mobility training, policy manual converted to electronic version, marketing, alternate fuel vehicles, GPS system, power point for transit system, dispatcher handbook and study Checkmate Safety System. Other projects may come up during the year. All Four supervisors and the Trainer are First Aid/CPR certified instructors. One supervisors and the Trainer are certified by the California Department of Education as Bus Driver Instructors both Behind-the-Wheel and classroom. Two supervisors are certified by the United States Department of Transportation as Paratransit Instructors. The Maintenance staff are ASE Certified in many categories.

All Management personnel attend the annual agency harassment training and participate in as many other agency training such as Community Action Supervisor Training and Academy, Social Effectiveness Training, Performance Evaluation Training, Sensitivity Training, Writing Skills Training for effective communication and the like.

Four of the management personnel have completed the Paratransit/Transit Management Program either through Pepperdine University or the University of Pacific. One additional management staff is currently attending these courses.

EXHIBIT A: TRANSIT VEHICLES

Passenger Vehicles

	EOC Vehicle #	VIN (Last 5)	Yr/Make	Capacity Amb/WC	Fuel Type	Contract Use
1	38	96736	2010 Braun minivan	5/2	unleaded gas	CalWorks
2	39	96738	2010 Braun minivan	5/2	unleaded gas	CalWorks
3	40	96741	2010 Braun minivan	5/2	unleaded gas	CalWorks
4	42	32272	2014 Braun minivan	5/2	unleaded gas	CalWorks
5	90	10961	'95 GMC	48	diesel	Head Start
6	91	10962	'95 GMC	48	diesel	Head Start
7	92	10963	'95 GMC	48	diesel	Head Start
8	93	10964	'95 GMC	48	diesel	Head Start
9	94	10965	'95 GMC	48	diesel	Head Start
10	96	10449	'96 GMC	48	diesel	Head Start
11	99	32496	99 GMC	48	diesel	Head Start
12	100	32497	99 GMC	48	diesel	Head Start
13	101	32498	99 GMC	48	diesel	Head Start
14	102	32499	99 GMC	48	diesel	Head Start
15	104	66461	2003 Thomas	48	diesel	Head Start
16	105	66462	2003 Thomas	48	diesel	Head Start
17	106	66463	2003 Thomas	48	diesel	Head Start
18	107	66464	2003 Thomas	48	diesel	Head Start
19	108	66465	2003 Thomas	48	diesel	Head Start
20	109	66466	2003 Thomas	48	diesel	Head Start
21	110	66467	2003 Thomas	48	diesel	Head Start
22	120	15034	2004 Thomas	60/34/2w-c	diesel	Head Start
23	121	15032	2004 Thomas	60/34/2w-c	diesel	Head Start
24	122	15033	2004 Thomas	60/34/2w-c	diesel	Head Start
25	123	34404	2005 Blue Bird	60/34/2w-c	diesel	Head Start
26	124	79641	2009 Thomas	60/34/2w-c	diesel	Head Start
27	128	17879	2011 Intl.	60/34/2w-c	diesel	Head Start
28	129	17880	2011 Intl.	60/34/2w-c	diesel	Head Start
29	130	17881	2011 Intl.	60/34/2w-c	diesel	Head Start
30	131	94706	2012 Intl.	60/34/2w-c	diesel	Head Start

EXHIBIT A cont'd

31	132	50083	2019 THOMAS	60/2	diesel	Head Start
32	133	Y2033	2019 THOMAS	45/0	diesel	Head Start
33	134	Y2034	2019 THOMAS	45/0	diesel	Head Start
34	465	85238	2004 E450	6/16	unleaded gas	CVRC / Misc. B/P
35	478	23989	2006 E450	5/14	unleaded gas	CVRC / Misc. B/P
36	479	23991	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
37	482	23994	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
38	484	29906	2006 E450	6/16	unleaded gas	CVRC / Misc. B/P
39	485	18795	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
40	486	18819	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
41	487	18816	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
42	488	18804	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
43	490	18815	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
44	491	18820	2007 E450	6/16	unleaded gas	CVRC / Misc. B/P
45	492	43845	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
46	493	81012	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
47	494	74510	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
48	495	59754	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
49	496	78034	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
50	498	74511	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
51	499	59755	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
52	500	78033	2008 E450	6/16	unleaded gas	CVRC / Misc. B/P
53	501	1415	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
54	502	1416	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
55	503	3754	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
56	504	3755	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
57	505	3758	2010 E450	6/16	unleaded gas	CVRC / Misc. B/P
58	506	12409	2011	6/16	unleaded gas	CVRC / Misc. B/P
59	507	12411	2011	6/16	unleaded gas	CVRC / Misc. B/P
60	508	7276	2011	6/16	unleaded gas	CVRC / Misc. B/P
61	509	7275	2011	6/16	unleaded gas	CVRC / Misc. B/P
62	510	7277	2011	6/16	unleaded gas	CVRC / Misc. B/P
63	511	7278	2011	6/16	unleaded gas	CVRC / Misc. B/P
64	512	7279	2011	6/16	unleaded gas	CVRC / Misc. B/P
65	513	91443	2011	6/16	unleaded gas	CVRC / Misc. B/P
66	514	12410	2011	6/16	unleaded gas	CVRC / Misc. B/P
67	515	11418	2007	4/18	unleaded gas	CVRC / Misc. B/P

EXHIBIT A cont'd
Passenger Vehicles

68	517	51037	2013	6/16	unleaded gas	CVRC / Misc. B/P
69	518	56969	2013	6/16	unleaded gas	CVRC / Misc. B/P
70	519	56970	2013	6/16	unleaded gas	CVRC / Misc. B/P
71	520	56972	2013	6/16	unleaded gas	CVRC / Misc. B/P
72	521	56975	2013	6/16	unleaded gas	CVRC / Misc. B/P
73	522	56974	2013	6/16	unleaded gas	CVRC / Misc. B/P
74	523	56977	2013	6/16	unleaded gas	CVRC / Misc. B/P
75	524	7604	2015	6/16	unleaded gas	CVRC / Misc. B/P
76	525	7594	2015	6/16	unleaded gas	CVRC / Misc. B/P
77	526	7601	2015	6/16	unleaded gas	CVRC / Misc. B/P
78	527	7596	2015	6/16	unleaded gas	CVRC / Misc. B/P
79	528	7602	2015	6/16	unleaded gas	CVRC / Misc. B/P
80	529	7597	2015	6/16	unleaded gas	CVRC / Misc. B/P
81	530	7612	2015	6/16	unleaded gas	CVRC / Misc. B/P
82	531	7609	2015	6/16	unleaded gas	CVRC / Misc. B/P
83	532	17737	2015	2/20	unleaded gas	CVRC / Misc. B/P
84	533	17746	2015	2/20	unleaded gas	CVRC / Misc. B/P
85	534	19893	2015	2/20	unleaded gas	CVRC / Misc. B/P
86	535	50427	2016	6/16	unleaded gas	CVRC / Misc. B/P
87	536	51406	2016	6/16	unleaded gas	CVRC / Misc. B/P
88	537	51414	2016	6/16	unleaded gas	CVRC / Misc. B/P
89	538	51418	2016	6/16	unleaded gas	CVRC / Misc. B/P
90	539	45323	2019	6/16	unleaded gas	CVRC / Misc. B/P
91	540	45330	2019	6/16	unleaded gas	CVRC / Misc. B/P
92	541	43823	2019	6/16	unleaded gas	CVRC / Misc. B/P
93	542	43816	2019	6/16	unleaded gas	CVRC / Misc. B/P
94	543	45331	2019	6/16	unleaded gas	CVRC / Misc. B/P
95	43	88635	2016	5/2	unleaded gas	CalWorks

95 Total Transit Passenger Vehicles

EXHIBIT A cont'd
Meal Delivery Vehicles:

	EOC Vehicle #	VIN (Last 5)	Yr/Make	Capacity Amb/WC	Fuel Type	Contract Use
1	330	69523	02 ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
2	331	22644	03 ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
3	337	39374	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
4	338	39375	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
5	339	37376	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
6	340	39377	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
7	341	1807	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
8	342	1681	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
9	343	10692	2008 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
10	344	38434	2009 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
11	345	7289	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
12	346	7288	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
13	347	7290	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
14	348	7291	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
15	349	34554	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
16	350	34555	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
17	351	34556	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
18	352	34557	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
19	353	34558	2010 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
20	354	61583	2013 Ford	Ford Box Truck w/lift	unleaded gas	Sr. Meals / HS meals
21	355	61119	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS meals
22	356	49088	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS meals
23	357	61130	2013 Ford	Ford Freezer van	unleaded gas	Sr. Meals / HS meals
24	358	19700	Chevy Cargo Van	FMAAA donated	unleaded gas	Sr. Meals / HS meals

EXHIBIT A cont'd**Meal Delivery Vehicles:**

25	359	96272	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
26	360	96273	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
27	361	96274	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
28	362	96275	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
29	363	96276	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
30	364	96277	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals
31	365	96278	2016 Ford	cargo-meal Delivery	unleaded gas	Sr. Meals / HS meals

31 TOTAL Meal Delivery Vehicles

EXHIBIT B
URBAN CTSA SERVICES
2019/2020

AGENCY	TRANSPORTATION				Meal	Delivery	MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	Congregate	Home-Bound	VEHICLES
Central Valley Regional Center			X				X
Fresno County CalWORKS	X						X
Fresno EOC Local Conservation Corps							X
FMAAA Senior Transportation		X	X				X
Fresno EOC Food Services Senior Meals (FMAAA & City of Fresno)					X	X	X
Fresno EOC Head Start				X	X		X
Other Meal Delivery					X	X	X
Nikkei Senior Center		X**	X**				X
Fresno EOC Sanctuary				X*			X
Fresno EOC Soul School							X
Clinica Sierra Vista							X
Special Events / Non-Profit Charter Timeshare	X	X	X	X			X

Exhibit B
RURAL CTSA SERVICES

2019/2020

AGENCY	TRANSPORTATION				Meal	Delivery	MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	CONGRE-GATE	HOME-BOUND	VEHICLES
Central Valley Regional Center			X				X
Fresno EOC Head Start				X	X		X
Fresno EOC FMAAA Senior Meal Delivery					X		X
Other Rural Meal Delivery					X	X	X
Special Events-Non-Profit Charter Timeshare	X	X	X	X			X

* Provides own Driver.

** Urban CTSA provides back-up.

Exhibit C

DISPATCH WEEKDAY AVERAGE CALL COUNTS

Sample Weekday	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
0:00	0	0	1	1	1	0	0
1:00	0	1	0	0	1	1	1
2:00	0	0	0	0	1	0	0
3:00	0	1	0	1	1	0	0
4:00	0	0	1	0	0	1	0
5:00	0	10	1	1	5	9	0
6:00	0	14	16	15	11	6	0
7:00	2	17	31	22	16	19	1
8:00	2	15	35	15	10	13	7
9:00	2	16	29	19	24	14	0
10:00	2	11	9	7	10	11	4
11:00	1	4	10	4	11	9	1
12:00	0	18	7	12	4	9	2
13:00	0	8	6	8	12	18	1
14:00	0	10	11	19	9	8	4
15:00	0	7	14	11	20	12	0
16:00	3	10	12	7	8	8	0
17:00	2	3	4	2	2	0	0
18:00	3	1	0	2	1	1	1
19:00	5	1	3	1	2	1	0
20:00	0	3	1	3	1	1	0
21:00	1	2	0	1	0	0	0
22:00	0	2	0	0	1	0	0
23:00	2	1	0	1	0	0	1

**EXHIBIT D
URBAN CTSA RIDERSHIP STATISTICS**

SERVICE DESCRIPTION	TYPE	FY 2018-19 (ACTUAL)			FY 2019-20 (ESTIMATED)			FY 2020-21 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION										
Senior Programs*										
FMAAA - All routes	Rideshare	8,264	2,006	33,862	6,283	1,606	26,284	4,200	1,200	16,000
City of Fresno - Veteran's Home	Rideshare	0	0	0	1,027	708	10,030	800	500	7,300
Nikkei	Timeshare	740	905	8,582	254	421	4,460	200	300	3,300
Program of All Inclusive Care for the Elderly (PACE)	Rideshare							TBD	TBD	TBD
<i>Subtotal</i>		9,004	2,911	42,444	7,564	2,735	40,774	5,200	2,000	26,600
Student (School Bus) Programs										
Head Start	Consolidate	81,659	5,507	66,653	49,204	4,625	56,642	43,800	2,800	35,000
<i>Subtotal</i>		81,659	5,507	66,653	49,204	4,625	56,642	43,800	2,800	35,000
Disabled Programs										
Central Valley Regional Center	Timeshare	146,406	37,579	586,073	104,310	26,853	403,832	70,000	21,000	315,000
The ARC of Fresno and Madera Counties	Rideshare							TBD	TBD	TBD
United Cerebral Palsy of Central California	Rideshare							TBD	TBD	TBD
<i>Subtotal</i>		146,406	37,579	586,073	104,310	26,853	403,832	70,000	21,000	315,000
Low Income/Social Service Programs:										
Fresno County Calworks Night Transportation	Timeshare	5,624	2,974	78,933	3,405	9,981	59,480	3,400	9,981	59,480
Inspiration Transportation	Rideshare							2,720	1,360	31,280
Special Functions (Field Trips)	Timeshare	4,478	871	9,972	1,731	317	4,063	2,100	400	5,000
<i>Subtotal</i>		10,102	3,845	88,905	5,136	10,298	63,543	8,220	11,741	95,760
Passenger Totals		247,171	49,842	784,075	166,214	44,511	564,791	127,220	37,541	472,360
SERVICE DESCRIPTION	TYPE	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
MEAL DELIVERY TRANSPORTATION										
ALL FCEOC Meal Delivery	Center & Hmbnd. Timeshare	742,653	7,915	121,004	710,506	6,937	102,790	780,000	8,000	125,000
<i>Delivery Total</i>		742,653	7,915	121,004	710,506	6,937	102,790	780,000	8,000	125,000
FRESNO URBAN CTSA TOTALS		989,824	57,757	905,079	876,720	51,448	667,581	907,220	45,541	597,360

RURAL CTSA RIDERSHIP STATISTICS

SERVICE DESCRIPTION	TYPE	FY 2018-19 (ACTUAL)			FY 2019-20 (ESTIMATED)			FY 2020-21 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION										
Student (School Bus) Programs										
Head Start	Consolidate	35,876	2,297	29,759	28,609	2,513	23,446	24,000	1,700	18,000
Disabled Programs										
Central Valley Regional Center	Timeshare	60,124	19,525	417,590	39,430	13,492	299,591	34,000	11,600	260,000
The ARC of Fresno and Madera Counties	Rideshare							TBD	TBD	TBD
United Cerebral Palsy of Central California	Rideshare							TBD	TBD	TBD
Low Income/Social Service Programs:										
Inspiration Transportation	Timeshare	297	167	4,018	696	127	3,531	1,840	1,600	19,320
Special Functions								500	100	2,600
<i>Subtotal</i>		96,297	21,989	451,367	68,735	16,132	326,568	60,340	15,000	299,920
Passenger Totals		96,297	21,989	451,367	68,735	16,132	326,568	60,340	15,000	299,920
MEAL DELIVERY TRANSPORTATION										
ALL FCEOC Meal Delivery	Center & Hmbnd. Timeshare	607,625	12,380	282,342	526,350	8,248	182,638	595,000	12,500	277,000
<i>Delivery Total</i>		607,625	12,380	282,342	526,350	8,248	182,638	595,000	12,500	277,000
FRESNO RURAL CTSA TOTALS		703,922	34,369	733,709	595,085	24,380	509,206	655,340	27,500	576,920

URBAN CTSA PERFORMANCE INDICATORS
(Actual and Projected)

FY 2019-20	TOTAL					Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *		TRIP	HOURL	MILE	HOURL	MILE
Passenger Transportation	166,214	44,511	564,791	\$2,884,943		\$17.36	\$64.81	\$5.11	3.7	0.3
Delivery Transportation	710,506	6,937	102,790	\$564,645		\$0.79	\$81.40	\$5.49	102.4	6.9
Totals/ Average	876,720	51,448	667,581	\$3,449,588		\$3.93	\$67.05	\$5.17	17.0	1.3

FY 2020-21	TOTAL					Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *		TRIP	HOURL	MILE	HOURL	MILE
Passenger Transportation	127,220	37,541	472,360	\$3,597,175		\$28.28	\$95.82	\$7.62	3.4	0.3
Delivery Transportation	780,000	8,000	125,000	\$581,600		\$0.75	\$72.70	\$4.65	97.5	6.2
Totals/ Average	907,220	45,541	597,360	\$4,178,775		\$4.61	\$91.76	\$7.00	19.9	1.5

RURAL CTSA PERFORMANCE INDICATORS
(Actual and Projected)

FY 2019-20	TOTAL					Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *		TRIP	HOURL	MILE	HOURL	MILE
Passenger Transportation	68,735	16,132	326,568	\$1,562,977		\$22.74	\$96.89	\$4.79	4.3	0.2
Delivery Transportation	526,350	8,248	182,638	\$575,667		\$1.09	\$69.79	\$3.15	63.8	2.9
Total/Average	595,085	24,380	509,206	\$2,138,644		\$3.59	\$87.72	\$4.20	24.4	1.2

FY 2020-21	TOTAL					Cost per	Cost per	Cost per	Trips per	Trips per
SERVICE DESCRIPTION	TRIPS	HOURS	MILES	COSTS *		TRIP	HOURL	MILE	HOURL	MILE
Passenger Transportation	60,340	15,000	299,920	\$1,879,300		\$31.15	\$125.29	\$6.27	4.0	0.2
Delivery Transportation	595,000	12,500	277,000	\$578,900		\$0.97	\$46.31	\$2.09	47.6	2.1
Total/Average	655,340	27,500	576,920	\$2,458,200		\$3.75	\$89.39	\$4.26	23.8	1.1

* Depreciation and Capital Costs are not included in above indicators.

** The efficiency indicators stated in FY 20-21 (Urban and Rural) do not include costs and statistics for the new partners.

EXHIBIT F
URBAN CTSA REVENUE

URBAN CTSA REVENUE (Actual & Budget)			URBAN CTSA REVENUE (Projected)	
FY 2019-2020			FY 2020-21	
1. CAPITAL REVENUE	ACTUAL	BUDGET	1. CAPITAL REVENUE	BUDGET
A. FTA Section 5310	\$0	\$0	A. FTA Section 5310	\$257,030
B. FTA 5310 Match-TOLL CREDITS MATCH	\$0	\$0	B. FTA 5310 Match-TOLL CREDITS MATCH	\$0
TOTAL CAPITAL REVENUE	\$0	\$0	TOTAL CAPITAL REVENUE	\$257,030
2. OPERATING REVENUE			2. OPERATING REVENUE	
A. Contract Service Revenue			A. Contract Service Revenue	
1. Central Valley Regional Center	\$1,640,757	\$1,615,150	1. Central Valley Regional Center	\$1,614,900
2. FMAAA Senior Transportation	40,701	40,609	2. FMAAA Senior Transportation	35,600
3. Fresno EOC - Head Start Transportation	408,918	447,300	3. Fresno EOC - Head Start Transportation	521,000
4. Fresno EOC-Food Services -All Meal Delivery	280,375	328,000	4. Fresno EOC-Food Services -All Meal Delivery	422,000
5. Special Trips	27,281	26,900	5. Special Trips	37,000
6. Fresno County CALWORKS Transportation	402,457	403,620	6. Fresno County CALWORKS Transportation	403,620
7. Nikkei	0	0	7. Nikkei	0
8. City of Fresno - Veteran's Home	27,272	27,272	8. City of Fresno - Veteran's Home	49,999
TOTAL Operational SERVICE REVENUE	2,827,761	2,888,851	TOTAL Operational SERVICE REVENUE	3,084,119
B. TDA / LTF 4.5 (2019/2020)	1,103,197	1,103,197	B. TDA / LTF 4.5 (2020/2021)	1,124,408
TDA / LTF 4.5 Carryover (prior year)	73,322	73,322	TDA / LTF 4.5 Carryover (from 2019/20)	554,692
TDA / LTF 4.5 To be carried over to 2020/21	(554,692)	(532,845)	TDA / LTF 4.5 Projected to be carried over to 2021/22	(484,444)
TOTAL OPERATING REVENUE	3,449,588	3,532,525	TOTAL OPERATING REVENUE	4,278,775
TOTAL REVENUE	3,449,588	3,532,525	TOTAL REVENUE	4,535,805

EXHIBIT G
URBAN CTSA EXPENDITURES

	URBAN CTSA EXPENDITURES (Actual & Budget)					URBAN CTSA EXPENDITURES (Projected)			
	FY 2019-2020					FY 2020-2021			
	URBAN	SOC SVC	FTA	Total	Total	URBAN	SOC SVC	FTA	Total
CATEGORIES	LTF	FUNDS	5310/5316	Actual	Budget	LTF	FUNDS	5310/5316	Budget
1. CAPITAL									
A. FTA Section 5310		\$0	\$0	\$0	\$0	\$0	\$0	\$257,030	\$257,030
B. Vehicle Replacement						\$100,000			100,000
* toll credits to be used for 5310 match									0
									0
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$257,030	357,030
2. DIRECT OPERATING									
A. Service Contracts									
B. Direct Operating Costs									
(1) Fuel	\$59,694	\$271,456		\$331,150	\$328,200	80,735	\$227,465		\$ 308,200
(2) Maintenance/Registration	\$67,940	\$308,957		\$376,897	\$369,500	96,767	\$272,633		\$ 369,400
(3) Depreciation/Interest/Vehicles	\$0	\$0				0	\$0		\$ -
(4) Insurance	\$17,633	\$80,185		\$97,818	\$84,100	22,397	\$63,103		\$ 85,500
(5) Uniform Costs	\$347	\$1,576		\$1,923	\$2,025	504	\$1,421		\$ 1,925
(6) Radio Service	\$923	\$4,200		\$5,123	\$5,000	1,316	\$3,709		\$ 5,025
(7) Contingency- Fuel/Misc.	\$0	\$0		\$0	\$0	0	\$0		\$ -
TOTAL DIRECT OPER EXPENSES	\$146,536	\$666,375	\$0	\$812,911	\$788,825	201,719	\$568,331	\$0	\$ 770,050
3. TRANSIT PERSONNEL									
A. Drivers	\$230,346	\$1,047,500		\$1,277,846	\$1,334,850	386,438	\$1,088,762		\$ 1,475,200
B. Supervision/Dispatch/Admin.	\$57,913	\$263,358		\$321,271	\$327,300	88,725	\$249,975		\$ 338,700
C. Fringe Benefits	\$129,783	\$590,188		\$719,971	\$719,700	203,540	\$573,460		\$ 777,000
TOTAL PERSONNEL EXPENSES	\$418,042	\$1,901,046	\$0	\$2,319,088	\$2,381,850	678,702	\$1,912,198	\$0	\$ 2,590,900
4. ADMINISTRATION									
A. Fresno EOC Administration	\$31,552	\$143,483		\$175,035	\$192,200	52,444	\$147,756		\$ 200,200
B. Telephone/Utilities	\$6,944	\$31,579		\$38,524	\$40,600	10,635	\$29,965		\$ 40,600
C. Supplies	\$4,884	\$22,208		\$27,092	\$19,300	5,056	\$14,244		\$ 19,300
D. Miscellaneous	\$13,373	\$60,813		\$74,186	\$106,200	145,176	\$ 409,024		\$ 554,200
E. Audit	\$496	\$2,256		\$2,752	\$3,550	923	\$2,602		\$ 3,525
TOTAL ADMIN EXPENSES	\$57,249	\$260,340	\$0	\$317,589	\$361,850	214,234	\$603,591	\$0	\$ 817,825
TOTAL OPERATING EXPENSES	\$621,827	\$2,827,761	\$0	\$3,449,588	\$3,532,525	1,094,656	\$3,084,119	\$0	\$ 4,178,775
TOTAL EXPENDITURES	\$621,827	\$2,827,761	\$0	\$3,449,588	\$3,532,525	\$1,194,656	\$3,084,119	\$257,030	\$ 4,535,805

EXHIBIT G-1
URBAN CTSA EXPENDITURES BY CONTRACT

	(Actual) FY 2019-2020								
	CVRC	FMAAA	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	CALWORKS	NIKKEI	CITY OF FRESNO	TOTAL ACTUAL
CATEGORIES									
OPERATING REVENUE									
CONTRACT REVENUE	\$1,640,757	\$40,701	\$408,918	\$280,375	\$27,281	\$402,457	\$0	\$27,272	\$2,827,761
CONTRACT REVENUE AUGMENTATION	(\$42,233)	\$0	\$0	\$72,384	(\$10,979)	(\$19,172)	\$0	\$0	\$0
TDA / LTF 4.5	\$287,699	\$74,732	\$924	\$211,886	\$0	\$9,808	\$9,578	\$27,200	\$621,827
TOTAL OPERATING REVENUE	\$1,886,223	\$115,433	\$409,842	\$564,645	\$16,302	\$393,093	\$9,578	\$54,472	\$3,449,588
OPERATING EXPENSES									
DIRECT OPERATING EXPENSES									
A. Service Contracts									
B. Direct Operating Costs									
(1) Fuel	\$197,871	\$13,968	\$27,394	\$49,520	\$2,118	\$35,510	\$0	\$4,769	\$331,150
(2) Maintenance/Registration	\$238,242	\$15,666	\$34,365	\$44,803	\$2,524	\$32,016	\$2,637	\$6,644	\$376,897
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$67,202	\$4,237	\$6,609	\$8,748	\$486	\$8,782	\$504	\$1,250	\$97,818
(5) Uniform Costs	\$1,200	\$65	\$216	\$189	\$12	\$181	\$17	\$43	\$1,923
(6) Radio Service	\$3,243	\$213	\$473	\$594	\$34	\$436	\$36	\$94	\$5,123
(7) Contingency- Fuel/Misc.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DIRECT OPER EXPENSES	\$507,758	\$34,149	\$69,057	\$103,854	\$5,174	\$76,925	\$3,194	\$12,800	\$812,911
TRANSIT PERSONNEL									
A. Drivers	\$589,919	\$38,200	\$191,224	\$293,521	\$1,797	\$146,285	\$0	\$16,900	\$1,277,846
B. Supervision/Dispatch/Admin.	\$194,135	\$10,885	\$35,500	\$38,300	\$2,100	\$31,800	\$3,205	\$5,346	\$321,271
C. Fringe Benefits	\$387,265	\$18,292	\$98,803	\$111,661	\$1,553	\$88,447	\$1,236	\$12,714	\$719,971
TOTAL PERSONNEL EXPENSES	\$1,171,319	\$67,377	\$325,527	\$443,482	\$5,450	\$266,532	\$4,441	\$34,960	\$2,319,088
ADMINISTRATION									
A. Fresno EOC Administration	\$134,543	\$8,054	\$0	\$0	\$545	\$27,425	\$668	\$3,800	\$175,035
B. Telephone/Utilities	\$23,698	\$1,472	\$3,933	\$4,477	\$270	\$3,610	\$327	\$737	\$38,524
C. Supplies	\$19,475	\$745	\$2,155	\$2,083	\$141	\$1,894	\$176	\$423	\$27,092
D. Miscellaneous	\$27,280	\$3,558	\$9,170	\$10,749	\$4,708	\$16,269	\$761	\$1,691	\$74,186
E. Audit	\$2,150	\$78	\$0	\$0	\$14	\$438	\$11	\$61	\$2,752
TOTAL ADMIN EXPENSES	\$207,146	\$13,907	\$15,258	\$17,309	\$5,678	\$49,636	\$1,943	\$6,712	\$317,589
TOTAL OPERATING EXPENSES	\$1,886,223	\$115,433	\$409,842	\$564,645	\$16,302	\$393,093	\$9,578	\$54,472	\$3,449,588

LTF Carryover to 2020/21

\$554,692

EXHIBIT G-1
URBAN CTSA EXPENDITURES BY CONTRACT

(Projected) FY 2020-2021														
	CVRC	FMAAA	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	CALWORKS	NIKKEI	CITY OF FRESNO	INSPIRATION TRANSPIRATION	ARC FRESNO	UNITED CEREBRAL PALSY CENTRAL CA	PACE PROGRAM	FRESNO COUNTY DBH	TOTAL BUDGET
CATEGORIES														
OPERATING REVENUE														
CONTRACT REVENUE	\$1,614,900	\$35,600	\$521,000	\$422,000	\$37,000	\$403,620	\$0	\$49,999	\$0	\$0	\$0	\$0	\$0	\$3,084,119
CONTRACT REVENUE AUGMENTATION	\$0	\$0	\$0	\$64,345	(\$20,325)	(\$44,020)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA / LTF 4.5	\$457,600	\$67,000	\$0	\$95,255	\$0	\$0	\$10,200	\$14,601	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$1,094,656
TOTAL OPERATING REVENUE	\$2,072,500	\$102,600	\$521,000	\$581,600	\$16,675	\$359,600	\$10,200	\$64,600	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$4,178,775
OPERATING EXPENSES														
DIRECT OPERATING EXPENSES														
A. Service Contracts														
B. Direct Operating Costs														
(1) Fuel	\$173,500	\$10,100	\$33,000	\$50,500	\$2,500	\$33,000	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$308,200
(2) Maintenance/Registration	\$232,400	\$14,700	\$34,200	\$46,300	\$2,400	\$30,900	\$2,600	\$5,900	\$0	\$0	\$0	\$0	\$0	\$369,400
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$55,000	\$1,300	\$8,000	\$10,500	\$1,000	\$7,300	\$1,000	\$1,400	\$0	\$0	\$0	\$0	\$0	\$85,500
(5) Uniform Costs	\$1,200	\$100	\$200	\$200	\$0	\$200	\$0	\$25	\$0	\$0	\$0	\$0	\$0	\$1,925
(6) Radio Service	\$3,200	\$200	\$500	\$600	\$50	\$400	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$5,025
(7) Contingency- Fuel/Misc.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DIRECT OPER EXPENSES	\$465,300	\$26,400	\$75,900	\$108,100	\$5,950	\$71,800	\$3,600	\$13,000	\$0	\$0	\$0	\$0	\$0	\$770,050
TRANSIT PERSONNEL														
A. Drivers	\$701,400	\$33,500	\$287,400	\$294,000	\$3,900	\$132,600	\$0	\$22,400	\$0	\$0	\$0	\$0	\$0	\$1,475,200
B. Supervision/Dispatch/Admin.	\$206,300	\$12,100	\$36,700	\$39,700	\$2,500	\$32,900	\$3,200	\$5,300	\$0	\$0	\$0	\$0	\$0	\$338,700
C. Fringe Benefits	\$455,300	\$17,300	\$103,200	\$100,600	\$1,800	\$81,200	\$1,200	\$16,400	\$0	\$0	\$0	\$0	\$0	\$777,000
TOTAL PERSONNEL EXPENSES	\$1,363,000	\$62,900	\$427,300	\$434,300	\$8,200	\$246,700	\$4,400	\$44,100	\$0	\$0	\$0	\$0	\$0	\$2,590,900
ADMINISTRATION														
A. Fresno EOC Administration	\$142,400	\$7,100	\$0	\$19,800	\$1,100	\$24,800	\$600	\$4,400	\$0	\$0	\$0	\$0	\$0	\$200,200
B. Telephone/Utilities	\$24,700	\$1,400	\$4,400	\$4,700	\$300	\$4,000	\$400	\$700	\$0	\$0	\$0	\$0	\$0	\$40,600
C. Supplies	\$11,800	\$700	\$2,200	\$2,100	\$100	\$1,900	\$200	\$300	\$0	\$0	\$0	\$0	\$0	\$19,300
D. Miscellaneous	\$63,000	\$4,000	\$11,200	\$12,000	\$1,000	\$10,000	\$1,000	\$2,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$554,200
E. Audit	\$2,300	\$100	\$0	\$600	\$25	\$400	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$3,525
TOTAL ADMIN EXPENSES	\$244,200	\$13,300	\$17,800	\$39,200	\$2,525	\$41,100	\$2,200	\$7,500	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$817,825
TOTAL OPERATING EXPENSES	\$2,072,500	\$102,600	\$521,000	\$581,600	\$16,675	\$359,600	\$10,200	\$64,600	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$4,178,775

LTF Carryover to 2021/22

\$484,444

EXHIBIT H
RURAL CTSA REVENUE

RURAL CTSA REVENUE (Actual & Budget)			RURAL CTSA REVENUE (Projected)	
FY 2019-20			FY 2020-21	
1. CAPITAL REVENUE	ACTUAL	BUDGET	1. CAPITAL REVENUE	BUDGET
TDA / LTF 4.5			TDA / LTF 4.5	\$0
Social Service Revenue -			Social Service Revenue -	\$0
<i>TOTAL CAPITAL REVENUE</i>	\$0	\$0	<i>TOTAL CAPITAL REVENUE</i>	\$0
2. OPERATING REVENUE			2. OPERATING REVENUE	
A. Contract Service Revenue:			A. Contract Service Revenue:	
1. Central Valley Regional Center	\$1,206,076	\$1,195,000	1. Central Valley Regional Center	\$1,200,000
2. Fresno EOC Headstart - Transportation	\$181,254	\$200,000	2. Fresno EOC Headstart - Transportation	\$229,000
3. Fresno EOC Meal Delivery- All	\$271,510	\$266,000	3. Fresno EOC Meal Delivery- All	\$446,731
4. Special Trips	\$15,152	\$15,000	4. Special Trips	\$20,100
<i>TOTAL SERVICE REVENUE</i>	\$1,673,992	\$1,676,000	<i>TOTAL SERVICE REVENUE</i>	\$1,895,831
B. TDA / LTF 4.5	\$550,952	\$550,952	B. TDA / LTF 4.5	\$576,069
TDA / LTF 4.5 To be carried over to 2020/21	(\$86,300)	(\$95,300)	TDA / LTF 4.5 Carryover (from 2019/20)	\$86,300
			TDA / LTF 4.5 To be carried over to 2021/22	(0)
<i>TOTAL OPERATING REVENUE</i>	\$2,138,644	\$2,131,652	<i>TOTAL OPERATING REVENUE</i>	\$2,558,200
TOTAL REVENUE	\$2,138,644	\$2,131,652	TOTAL REVENUE	\$2,558,200

EXHIBIT I
RURAL CTSA EXPENDITURES

CATEGORIES	(Actual & Budget)					Projected			
	FY 2019-20					FY 2020-21			
	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Actual	Total Budget	RURAL LTF	SOC SVC FUNDS	FTA SEC 16	Total Budget
1. CAPITAL									
A. Vehicle Replacement		\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
TOTAL CAPITAL EXPENSES	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2. DIRECT OPERATING									
A. Service Contracts-FCRTA Augmentation	\$173,052	\$0		\$173,052	\$173,052	\$200,000	\$0		\$200,000
B. Direct Operating Costs									
(1) Fuel	\$35,769	\$205,342		\$241,111	\$245,600	\$38,272	\$200,228		\$238,500
(2) Maintenance/Registration	\$39,577	\$227,200		\$266,777	\$268,000	\$43,005	\$224,995		\$268,000
(3) Depreciation/Interest/Vehicles	\$0	\$0		\$0	\$0	\$0	\$0		\$0
(4) Insurance	\$7,621	\$43,749		\$51,370	\$62,600	\$10,093	\$52,807		\$62,900
(5) Uniform Costs	\$126	\$724		\$850	\$900	\$144	\$756		\$900
(6) Radio Service	\$532	\$3,053		\$3,585	\$3,700	\$578	\$3,022		\$3,600
(7) Contingency - Fuel Inflation/misc.	\$0	\$0		\$0	\$0	\$0	\$0		\$0
TOTAL DIRECT OPER. EXPENSES	\$256,677	\$480,068	\$0	\$736,745	\$753,852	\$292,093	\$481,807	\$0	\$773,900
3. TRANSIT PERSONNEL									
A. Drivers	\$105,566	\$606,023		\$711,589	\$675,900	\$121,073	\$633,427		\$754,500
B. Supervision/Dispatch	\$22,865	\$131,264		\$154,129	\$165,900	\$27,552	\$144,148		\$171,700
C. Fringe Benefits	\$53,873	\$309,270		\$363,143	\$350,100	\$62,470	\$326,830		\$389,300
TOTAL PERSONNEL EXPENSES	\$182,304	\$1,046,557	\$0	\$1,228,861	\$1,191,900	\$211,096	\$1,104,404	\$0	\$1,315,500
4. ADMINISTRATION									
A. Fresno EOC Administration	\$12,280	\$70,495		\$82,775	\$101,500	\$16,769	\$87,731		\$104,500
B. Telephone/Utilities	\$3,358	\$19,279		\$22,637	\$20,500	\$3,290	\$17,210		\$20,500
C. Supplies	\$994	\$5,703		\$6,697	\$9,800	\$1,573	\$8,227		\$9,800
D. Miscellaneous	\$8,841	\$50,763		\$59,604	\$52,200	\$37,245	\$194,855		\$232,100
E. Audit	\$197	\$1,128		\$1,325	\$1,900	\$305	\$1,595		\$1,900
TOTAL ADMIN EXPENSES	\$25,670	\$147,367	\$0	\$173,038	\$185,900	\$59,181	\$309,619	\$0	\$368,800
TOTAL OPERATING EXPENSES	\$464,652	\$1,673,992	\$0	\$2,138,644	\$2,131,652	\$562,369	\$1,895,831	\$0	\$2,458,200
TOTAL EXPENDITURES	\$464,652	\$1,673,992	\$0	\$2,138,644	\$2,131,652	\$662,369	\$1,895,831	\$0	\$2,558,200

EXHIBIT I-1
RURAL CTSA EXPENDITURES BY CONTRACT

(Actual) FY 2019-2020						
	CVRC	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	FCRTA AUGMENTATION	TOTAL BUDGET
CATEGORIES						
OPERATING REVENUE						
CONTRACT REVENUE	\$1,206,076	\$181,254	\$271,510	\$15,152	\$0	\$1,673,992
CONTRACT REVENUE AUGMENTATION	(\$26,534)	\$0	\$35,276	(\$8,742)	\$0	\$0
TDA / LTF 4.5	\$22,356	\$363	\$268,881	\$0	\$173,052	\$464,652
TOTAL OPERATING REVENUE	\$1,201,898	\$181,617	\$575,667	\$6,410	\$173,052	\$2,138,644
OPERATING EXPENSES						
DIRECT OPERATING EXPENSES						
A. Service Contracts - FCRTA Augmentation	\$0	\$0	\$0	\$0	\$173,052	\$173,052
B. Direct Operating Costs						
(1) Fuel	\$148,274	\$11,193	\$80,182	\$1,462	\$0	\$241,111
(2) Maintenance/Registration	\$178,322	\$14,074	\$72,609	\$1,772	\$0	\$266,777
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$33,965	\$2,700	\$14,447	\$258	\$0	\$51,370
(5) Uniform Costs	\$555	\$114	\$181	\$0	\$0	\$850
(6) Radio Service	\$2,424	\$195	\$940	\$26	\$0	\$3,585
(7) Contingency- Fuel/Misc.	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DIRECT OPER EXPENSES	\$363,540	\$28,276	\$168,359	\$3,518	\$173,052	\$736,745
TRANSIT PERSONNEL						
A. Drivers	\$396,060	\$79,745	\$234,784	\$1,000	\$0	\$711,589
B. Supervision/Dispatch/Admin.	\$89,629	\$19,300	\$44,700	\$500	\$0	\$154,129
C. Fringe Benefits	\$211,284	\$46,879	\$104,375	\$605	\$0	\$363,143
TOTAL PERSONNEL EXPENSES	\$696,973	\$145,924	\$383,859	\$2,105	\$0	\$1,228,861
ADMINISTRATION						
A. Fresno EOC Administration	\$82,314	\$0	\$192	\$269	\$0	\$82,775
B. Telephone/Utilities	\$14,572	\$1,917	\$6,019	\$129	\$0	\$22,637
C. Supplies	\$4,430	\$596	\$1,631	\$40	\$0	\$6,697
D. Miscellaneous	\$38,754	\$4,904	\$15,602	\$344	\$0	\$59,604
E. Audit	\$1,315	\$0	\$5	\$5	\$0	\$1,325
TOTAL ADMIN EXPENSES	\$141,385	\$7,417	\$23,449	\$787	\$0	\$173,038
TOTAL OPERATING EXPENSES	\$1,201,898	\$181,617	\$575,667	\$6,410	\$173,052	\$2,138,644
LTF Carryover to 2020/21						\$86,300

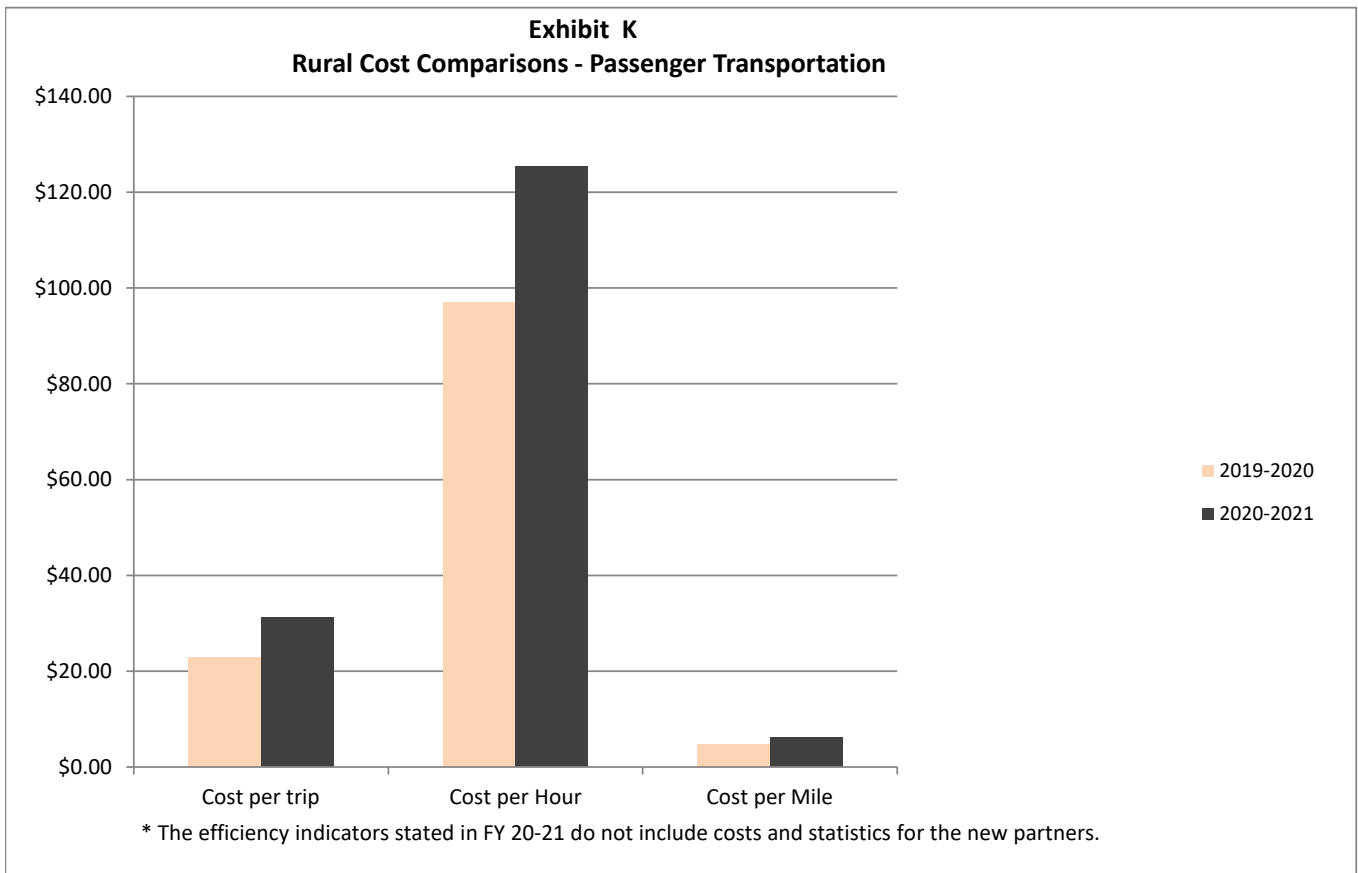
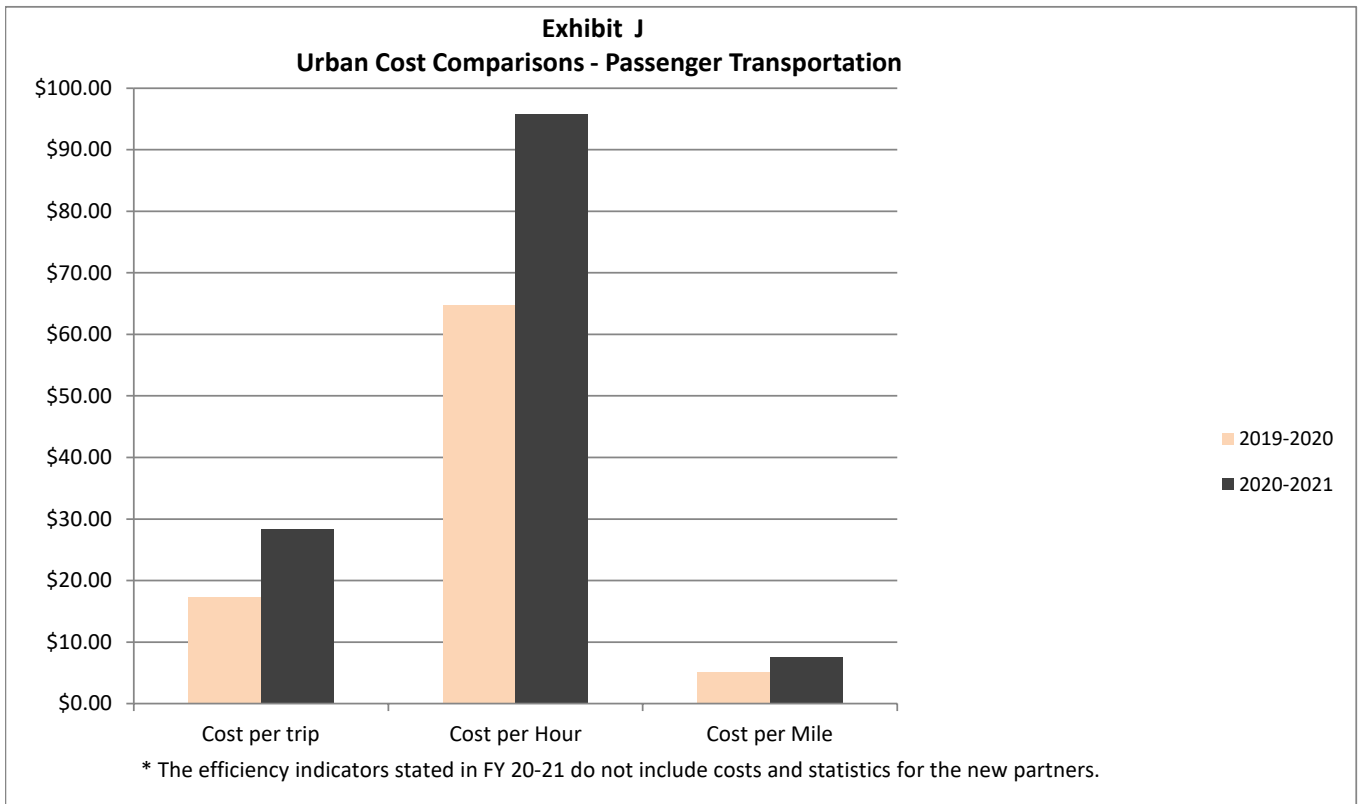
EXHIBIT I-1
RURAL CTSA EXPENDITURES BY CONTRACT

	(Projected) FY 2020-2021								
	CVRC	FRESNO EOC HEAD START	ALL MEAL DELIVERY	SPECIAL TRIPS	INSPIRATION TRANSPORTATION	ARC FRESNO	PACE PROGRAM	FCRTA AUGMENTATION	TOTAL BUDGET
CATEGORIES									
OPERATING REVENUE									
CONTRACT REVENUE	\$1,200,000	\$229,000	\$446,731	\$20,100	\$0	\$0	\$0	\$0	\$1,895,831
CONTRACT REVENUE AUGMENTATION	\$0	\$0	\$9,800	(\$9,800)	\$0	\$0	\$0	\$0	\$0
TDA / LTF 4.5	\$60,000	\$0	\$122,369	\$0	\$60,000	\$60,000	\$60,000	\$200,000	\$562,369
TOTAL OPERATING REVENUE	\$1,260,000	\$229,000	\$578,900	\$10,300	\$60,000	\$60,000	\$60,000	\$200,000	\$2,458,200
OPERATING EXPENSES									
DIRECT OPERATING EXPENSES									
A. Service Contracts - FCRTA Augmentation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
B. Direct Operating Costs									
(1) Fuel	\$130,700	\$15,300	\$91,100	\$1,400	\$0	\$0	\$0	\$0	\$238,500
(2) Maintenance/Registration	\$174,600	\$14,200	\$77,500	\$1,700	\$0	\$0	\$0	\$0	\$268,000
(3) Depreciation/Interest/Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(4) Insurance	\$41,000	\$3,300	\$18,100	\$500	\$0	\$0	\$0	\$0	\$62,900
(5) Uniform Costs	\$600	\$100	\$200	\$0	\$0	\$0	\$0	\$0	\$900
(6) Radio Service	\$2,300	\$200	\$1,100	\$0	\$0	\$0	\$0	\$0	\$3,600
(7) Contingency- Fuel/Misc.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DIRECT OPER EXPENSES	\$349,200	\$33,100	\$188,000	\$3,600	\$0	\$0	\$0	\$200,000	\$773,900
TRANSIT PERSONNEL									
A. Drivers	\$417,100	\$110,400	\$224,000	\$3,000	\$0	\$0	\$0	\$0	\$754,500
B. Supervision/Dispatch/Admin.	\$104,100	\$20,000	\$46,300	\$1,300	\$0	\$0	\$0	\$0	\$171,700
C. Fringe Benefits	\$253,500	\$55,800	\$79,000	\$1,000	\$0	\$0	\$0	\$0	\$389,300
TOTAL PERSONNEL EXPENSES	\$774,700	\$186,200	\$349,300	\$5,300	\$0	\$0	\$0	\$0	\$1,315,500
ADMINISTRATION									
A. Fresno EOC Administration	\$84,800	\$0	\$19,000	\$700	\$0	\$0	\$0	\$0	\$104,500
B. Telephone/Utilities	\$12,400	\$2,400	\$5,500	\$200	\$0	\$0	\$0	\$0	\$20,500
C. Supplies	\$6,000	\$1,200	\$2,500	\$100	\$0	\$0	\$0	\$0	\$9,800
D. Miscellaneous	\$31,600	\$6,100	\$14,000	\$400	\$60,000	\$60,000	\$60,000	\$0	\$232,100
E. Audit	\$1,300	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$1,900
TOTAL ADMIN EXPENSES	\$136,100	\$9,700	\$41,600	\$1,400	\$60,000	\$60,000	\$60,000	\$0	\$368,800
TOTAL OPERATING EXPENSES	\$1,260,000	\$229,000	\$578,900	\$10,300	\$60,000	\$60,000	\$60,000	\$200,000	\$2,458,200

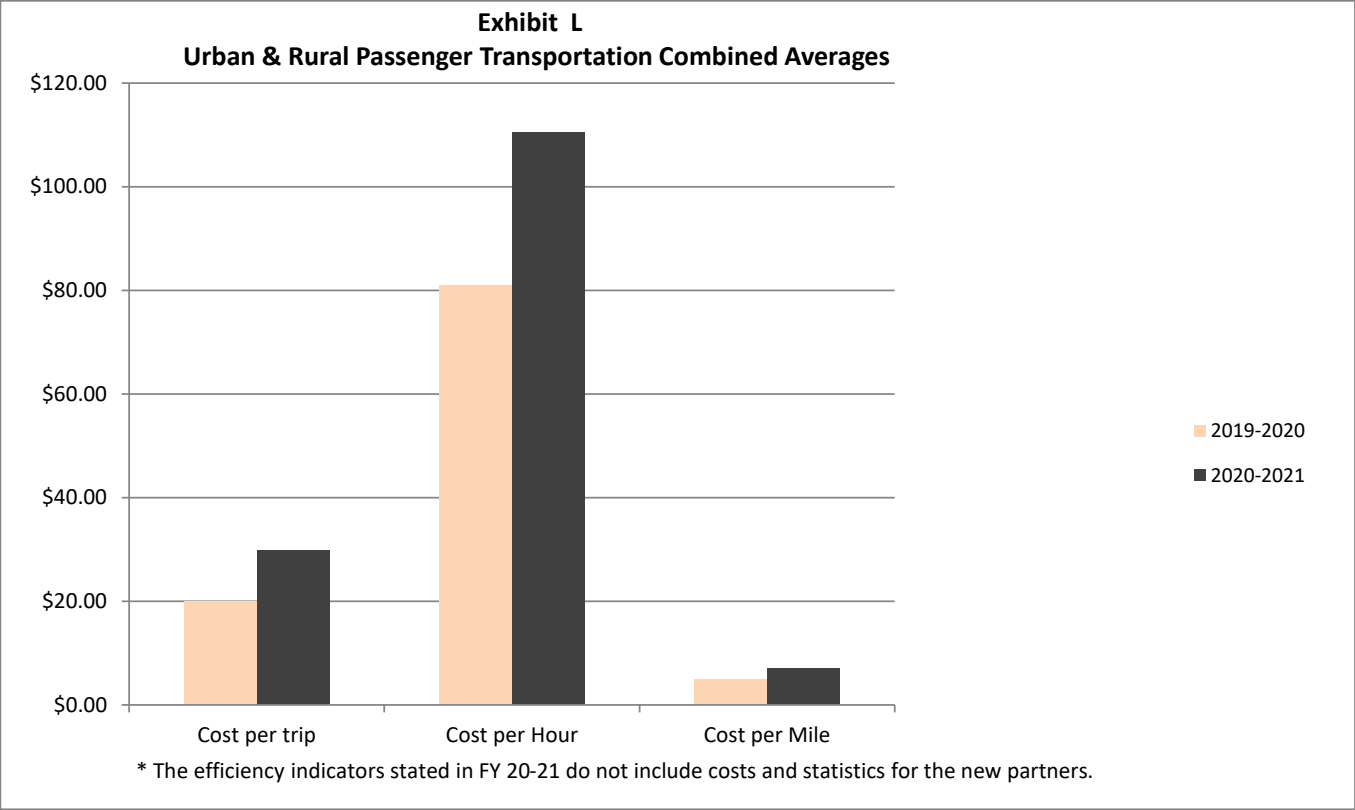
LTF Carryover to 2021/22

\$0

EXHIBITS J-L
URBAN AND RURAL COST COMPARISONS



EXHIBITS J-L
URBAN AND RURAL COST COMPARISONS



BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-22

IN THE MATTER OF:

**CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY (CTSA) OPERATIONS
PROGRAM AND BUDGET: FY 2020-
21**

RESOLUTION ADOPTING THE
**CTSA'S OPERATIONS
PROGRAM AND BUDGET FOR THE
FRESNO URBAN CTSA, FY 2020-21**

WHEREAS, the Fresno Council of Governments (Fresno COG) has separately co-designated the Fresno Economic Opportunities Commission (FEOC) as the Urban CTSA –with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FEOC as the rural CTSA – with the Fresno County Rural Transit Agency, and

WHEREAS, the FEOC has prepared, under contract, the FY 2020-21 “Operations Program and Budget for the Fresno Urban CTSA and the Rural CTSA”; and

WHEREAS, the document has been prepared in conjunction with the Fresno Area Express, the FEOC and the FCRTA; and

WHEREAS, the document has been prepared in conjunction with the Unmet Transit Needs process and annual Public Transit Budget, and

WHEREAS, said document has been reviewed simultaneously, during the review period,

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopt the “Operations Program and Budget for the Urban CTSA, FY 2020-21.

BE IT FURTHER RESOLVED (if needed)

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 29TH day of October, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
David Cardenas, Chair

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 dated above.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-20

IN THE MATTER OF:

**CONSOLIDATED
TRANSPORTATION SERVICE
AGENCY (CTSA) OPERATIONS
PROGRAM AND BUDGET: FY 2020-
21**

RESOLUTION ADOPTING THE
**CTSA'S OPERATIONS
PROGRAM AND BUDGET FOR THE
FRESNO COUNTY RURAL CTSA,
FY 2020-21**

WHEREAS, the Fresno Council of Governments (Fresno COG) has separately co-designated the Fresno Economic Opportunities Commission (FEOC) as Urban CTSA –with Fresno Area Express, the City of Clovis as the Clovis CTSA and the FEOC as the rural CTSA – with the Fresno County Rural Transit Agency, and

WHEREAS, the FEOC has prepared, under contract, the FY 2020-21 “Operations Program and Budget for the Fresno Urban CTSA and the Rural CTSA”; and

WHEREAS, the document has been prepared in conjunction with the Fresno Area Express, the FEOC and the FCRTA; and

WHEREAS, the document has been prepared in conjunction with the Unmet Transit Needs process and annual Public Transit Budget, and

WHEREAS, said document has been reviewed simultaneously, during the review period,

NOW THEREFORE BE IT RESOLVED that the Fresno Council of Governments hereby adopt the “Operations Program and Budget for the Rural CTSA, FY 2020-21.

BE IT FURTHER RESOLVED (if needed)

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 29TH day of October, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
David Cardenas, Chair

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 dated above.

Signed: _____
Tony Boren, Executive Director

Enter Date: Claimant Name: **Fresno EOC Rural CTSA****TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21**

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries, or non-applicable fields. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

**Les Beshears, Director of Finance, Fresno Council of Governments
2035 Tulare Street, Suite 201, Fresno, CA 93721**

From: Applicant:	Fresno County Economic Opportunities Commission
Address:	3110 W. Nielsen Ave.
City/State/Zip:	Fresno, CA 93706
Contact Phone/email:	Monty Cox (559) 263-8004 monty.cox. @fresnoeoc.org

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Claimed By Member Agencies	\$ -
	\$ -
FCEOC CTSA 4.5:	\$ 576,069.00

State Transit Assistance Fund

Claimed By Member Agencies	\$ -
	\$ -

Other

Unexpended, Held by Claimant:	\$ -
Other:	

	TOTAL
	\$ 576,069.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:	
Name/Title:	Monty Cox, EOC Transit Systems Director
Date:	



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-17

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
FRESNO COUNTY RURAL TRANSIT AGENCY
(FCRTA)\FRESNO COUNTY ECONOMIC
OPPORTUNITIES COMMISSION (FCEOC)
RURAL CTSA, 2020-17**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the Fresno County Rural Transit Agency (FCRTA)\Fresno County Economic Opportunities Commission (FCEOC) Rural CTSA and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: David Cardenas, Chair

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 dated above.

Signed: Tony Boren, Executive Director

Enter Date: Claimant Name: **Fresno EOC Urban CTSA****TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21**

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries, or non-applicable fields. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

When completed, please print, sign and send signed original via mail to:

**Les Beshears, Director of Finance, Fresno Council of Governments
2035 Tulare Street, Suite 201, Fresno, CA 93721**

From: Applicant:	Fresno County Economic Opportunities Commission
Address:	3110 W. Nielsen Ave.
City/State/Zip:	Fresno, CA 93706
Contact Phone/email:	Monty Cox (559) 263-8004 monty.cox.@fresnoeoc.org

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Claimed By Member Agencies	\$ -
	\$ -
FCEOC CTSA 4.5:	\$ 1,124,408.00

State Transit Assistance Fund

Claimed By Member Agencies	\$ -
	\$ -
	\$ -

Other

Unexpended, Held by Claimant:	\$ -
Other:	

	TOTAL
	\$ 1,124,408.00

spell out total amount in above cell

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:	
Name/Title:	Monty Cox, EOC Transit Systems Director
Date:	



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-18

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE
FRESNO COUNTY ECONOMIC
OPPORTUNITIES COMMISSION (FCEOC)
URBAN CTSA, 2020-18**

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the Fresno County Economic Opportunities Commission (FCEOC) Urban CTSA and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _ David Cardenas, Chair

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 dated above.

Signed: _ Tony Boren, Executive Director

October 6, 2020

Bruce De Terra, Chief
Caltrans, Division of Programming MS 82
Office of Federal Transportation Management Program
PO Box 942874
Sacramento, CA 94274-0001

Attention: Muhaned Aljabiry

***Subject: Amendment No. 12 to the 2019 Federal Transportation Improvement Program (FTIP),
Amendment No. 3 to the 2018 Regional Transportation Plan (RTP) and the
corresponding 2020 Conformity Analysis***

Mr. Aljabiry:

On October 6, 2020, the Fresno COG Executive Director adopted, via resolution, the Final 2019 FTIP Amendment No. 12, the Final 2018 RTP Amendment No. 3, and the final corresponding 2020 Conformity Analysis, as authorized by the Fresno COG Policy Board at their September 24, 2020 regularly scheduled meeting. Associated documentation is enclosed for your review and approval. The final adopted documents meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. Associated documentation is attached as indicated below.

- Project Listings: **Attachment 1** includes a summary of programming changes that result from Amendment No. 12 to the 2019 FTIP. The attachment also includes the FresnoTrak printouts for the projects with changes to the 2019 FTIP via Amendment No. 12. Amendment No. 12 is necessary to make funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. This amendment also adds and deletes project phases and line item projects.
- Updated Financial Plan: **Attachment 2** includes the updated Financial Plan from the 2019 FTIP Amendment No. 12 to include the project list as provided in Attachment 1.
- 2018 RTP Amendment No. 3: **Attachment 3** includes a summary of programming changes to the 2018 RTP with the updated corresponding project list and financial table updates. Draft RTP Amendment No. 3 is necessary to reflect funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. The amendment changes are consistent with the design concept and scope or schedule of existing regionally significant projects, and does not change the time frame of the transportation plan. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2018 RTP/SCS EIR.
- Conformity Requirements: **Attachment 4** includes the conformity analysis to support a finding that 2019 FTIP Amendment No. 12 and 2018 RTP Amendment No. 3 meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter. In addition, the projects and/or project phases contained in the amendment do not interfere with the timely implementation of any approved TCMs.
- Public Involvement: **Attachment 5** includes the Draft Public Notice, Proof of Publication and the Adoption Resolution.

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

Fresno COG conducted a 30-day public review and interagency consultation period that was completed on October 2, 2020 at 5:00 pm. Five comments were received and the comments with responses are included in this amendment package. The public participation process for Amendment No. 12 to the 2019 FTIP, Amendment No. 3 to the 2018 RTP and the corresponding 2020 Conformity Analysis, is consistent with the Fresno COG Policy Board adopted Public Participation Plan.

Included with this letter is an electronic copy of Amendment No. 12 to the 2019 FTIP, Amendment No. 3 to the 2018 RTP and the corresponding 2020 Conformity Analysis. An electronic copy of the four year financial plan will also be sent in a separate email. This amendment is available online at the Fresno COG website at www.fresnocog.org.

If you should have any questions or comments, please feel free to call Suzanne Martinez at (559) 233-4148, ext. 240.

Sincerely,

A handwritten signature in blue ink that reads "Tony Boren". The signature is written in a cursive, flowing style. To the right of the signature, there is a faint, dotted rectangular box.

TONY BOREN, Executive Director
Fresno Council of Governments

cc:

Full Electronic Copy

Jasmine Amanin, Federal Highway
Administration
Lucinda Eagle, Federal Transit Administration
Michael Navarro, Caltrans District 6

Transmittal Letter Only

Diana Gomez, Caltrans District 06
James Perrault, Caltrans District 06
Karina O'Conner, US Environmental Protection Agency
Dennis Wade, California Air Resources Board **
Katy Linebach, SJVAPCD **
Alex Marcucci, TC
Executive Directors, Valley COG

DATE: September 3, 2020

TO: Interagency Consultation Partners and Public

FROM: Kristine Cai, Deputy Director

RE: Draft 2019 FTIP Amendment No. 12, Draft 2018 RTP Amendment No. 3, and Corresponding Draft Conformity Analysis

The Fresno Council of Governments (Fresno COG) is proposing a Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12) and 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3) and corresponding Draft Conformity Analysis. Associated documentation is attached as indicated below.

- **Project Listings: Attachment 1** includes a summary of programming changes that result from Amendment No. 12 to the 2019 FTIP. The attachment also includes the FresnoTrak printouts for the projects with changes to the 2019 FTIP via Amendment No. 12. Amendment No. 12 is necessary to make funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. This amendment also adds and deletes project phases and line item projects.
- **Updated Financial Plan: Attachment 2** includes the updated Financial Plan from the 2019 FTIP Amendment No. 12 to include the project list as provided in Attachment 1.
- **2018 RTP Amendment No. 3: Attachment 3** includes a summary of programming changes to the 2018 RTP with the updated corresponding project list and financial table updates. Draft RTP Amendment No. 3 is necessary to reflect funding, open to traffic date, and scope changes to regionally significant, capacity increasing projects. The amendment changes are consistent with the design concept and scope or schedule of existing regionally significant projects, and does not change the time frame of the transportation plan. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2018 RTP/SCS EIR.
- **Conformity Requirements: Attachment 4** includes the conformity analysis to support a finding that 2019 FTIP Amendment No. 12 and 2018 RTP Amendment No. 3 meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter. In addition, the projects and/or project phases contained in the amendment do not interfere with the timely implementation of any approved TCMs.
- **Public Involvement: Attachment 5** includes the Draft Public Notice, Proof of Publication and the Adoption Resolution.

The public review and comment period is open for 30 days commencing on September 3, 2020 and ending on October 2, 2020. A public hearing will be held on September 16, 2020 at 5 p.m.; all comments are due by 5 p.m. on October 2, 2020. These documents can also be viewed on the Fresno COG website at www.fresnocog.org.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted to state and federal agencies for approval.

In conclusion, the Draft 2019 FTIP Amendment No. 12, 2018 RTP Amendment No. 3, and corresponding Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs.

If you have any questions, please contact:

Draft 2019 FTIP Amendment No.12 and Draft 2018 RTP Amendment No. 3:
Suzanne Martinez at (559) 233-4148 x240 or smartinez@fresnocog.org.

Draft corresponding Conformity Analysis:
Braden Duran at (559) 233-4148 x217 or bduran@fresnocog.org

2019 Formal FTIP Amendment No. 12 Response to Comments

Fresno Council of Governments (Fresno COG) received comments from one individual on FTIP Amendment No. 12. The public review and comment period began on September 3, 2020 and ended on October 2, 2020 at 5:00 p.m. Amendment No. 12 was posted on the FCOG website for public review at www.fresnocog.org.

Comment from Albert Soares, Caltrans Programming HQ

Date Received: 9/28/2020

Submitted via: Email

Comment 1: *FTIP ID: FRE190022. Caltrans maintenance facility. Per PPNO 6973, this SHOPP Maintenance Facility project is funded with State Cash. Please explain why this State Cash-funded SHOPP Facilities project is in the draft Amendment/draft FTIP.*

Response: Discrepancy noted. Project will be updated in the final amendment

Comment 2: *FTIP ID: FRE111373. Bridge No 42C0494. The HBP Individual Listing dated 3/31/30 shows \$952K in Local AC for the CON Phase in FFY 2021. Please explain why the draft Amendment shows \$952K in HBP funds in FFY 2021.*

Response: Discrepancy noted. Project will be updated in the final amendment.

Comment 3: *FTIP ID: FRE150057. The PE Phase was programmed prior to FFY 2019 with \$2.6 million. Now via this amendment, \$113K is being added to the PE Phase in FFY 2020. Please explain what the additional \$113K on the PE Phase is for.*

Response: As the PE phase for this project has a previous federal authorization. The additional \$113K will be implemented through the post programming process. Project will be updated in the final amendment.

Comment 4: *FTIP ID: FRE190015. The Change Report indicates that the R/W Phase is programmed with STPL funds in FFY 2022. Please explain why the FTIP Sheet does not indicate the type of fund that the R/W Phase is programmed with.*

Response: The FTIP sheet indicates that all three phases are programmed with STPL funds. The funding source is listed on the first line, aligned with the PE phase, and ROW/CON are listed on separate lines beneath it. The same is true for all funding sources listed on each FTIP sheet in the amendment.

Comment 5: *FTIP ID: FRE150035. FCOG inadvertently deleted the CON Phase of this project (moved CON from FFY 2020 to FFY 2026) from the 2019 FTIP/FSTIP during Administrative Modification No 10, when such a deletion needed to be done via formal Amendment and on 5/14/20, FCOG committed to fixing the issue during its next formal amendment. Please explain why FTIP ID FRE150035 was not part of this draft formal amendment.*

Response: Fresno COG recognizes this omission and FRE150035 will be included in the next formal FTIP amendment.

ATTACHMENT 1

2019 FTIP AMENDMENT NO. 12

CHANGE SUMMARY AND PROJECT LISTINGS

FRESNO COUNCIL OF GOVERNMENTS
FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGE REPORT AS OF 10/6/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
Caltrans	FRE190022	West Ave Maintenance Station Recon	In the city Fresno, at the West Ave Maintenance Station at 1283 North West Ave. Demolish two existing buildings and construct two new structures.		\$0	\$0	\$16,370	New Project Othr. State - State Cash: ▶ Add funds in 20/21 in ENG for \$420 ▶ Add funds in 21/22 in ENG for \$1,800, ROW for \$40 ▶ Add funds in 23/24 in ROW for \$10, CON for \$14,100 Total project cost \$16,370	New SHOPP Facilities project
Clovis, City of	FRE111373	Replace Bridge #42C0494-N Leonard Ave. over Enterprise Canal, 0.16 MI South of Bullard	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	0%	\$0	\$1,467	\$1,467	Change Reason: Revise funding between fiscal years, Add fund Source Loc Funds - Local Transportation Funds - Advance Construction: ▶ Add funds in 20/21 in CON for \$952 AGENCY: ▶ Add funds in 20/21 in CON for \$123 — Delete funds in 22/23 in CON for \$123 Total project cost remains the same at \$1,467	Advance CON into the 4-year element from 22/23 to 20/21, add Local AC fund source
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	0%	\$0	\$28,153	\$28,153	Change Reason: Revise Project Scope, Revise Project Completion Date Revise Scope: - from "Millerton Road Widening - Friant to Table Mountain " to "Millerton Road Widening - Friant to Marina " Revise Project Completion Date: - from "2025" to "2030" Total project cost remains the same at \$28,153	Reduce scope by 1.3 miles (from Table Mountain to Marina Dr) Revise Open to Traffic Year 2025 to 2030
Fresno, City of	FRE190015	Central Ave Widening - Cedar to Orange	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk.	0%	\$0	\$3,340	\$3,340	Change Reason: Revise funding between fiscal years STPL: — Delete funds in 20/21 in ROW for \$111 ▶ Add funds in 21/22 in ROW for \$111 — Delete funds in 21/22 in CON for \$2,992 ▶ Add funds in 22/23 in CON for \$2,992 Total project cost remains the same at \$3,340	Move CON from 21/22 to 22/23 to an outer year of the 2019 FTIP, and move ROW from 20/21 to 21/22
Fresno, City of	FRE190018	McKinley & Blythe Complete Streets	McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter, storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk		\$0	\$0	\$2,088	New Project CMAQ - Congestion Mitigation Lifeline: ▶ Add funds in 20/21 in ENG for \$84 ▶ Add funds in 21/22 in ROW for \$265 ▶ Add funds in 23/24 in CON for \$1,091 CITY: ▶ Add funds in 20/21 in ENG for \$37 ▶ Add funds in 21/22 in ROW for \$116 ▶ Add funds in 23/24 in CON for \$495 Total project cost \$2,088	New CMAQ-LL Project

FRESNO COUNCIL OF GOVERNMENTS
FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGE REPORT AS OF 10/6/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
Fresno, City of	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.		\$0	\$0	\$3,313	New Project CITY: ► Add funds in 20/21 in ENG for \$354, ROW for \$268 ► Add funds in 22/23 in CON for \$542 STPL: ► Add funds in 20/21 in ROW for \$711 ► Add funds in 22/23 in CON for \$1,439 Total project cost \$3,313	New 19/20 STBG Lifeline Project
Fresno, City of	FRE190020	Cedar Ave Complete Streets: Church to Jensen	Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops		\$0	\$0	\$1,877	New Project CO: ► Add funds in 21/22 in ENG for \$17 ► Add funds in 22/23 in ROW for \$1 ► Add funds in 23/24 in CON for \$197 STPL-R: ► Add funds in 21/22 in ENG for \$132 ► Add funds in 22/23 in ROW for \$10 ► Add funds in 23/24 in CON for \$1,519 Total project cost \$1,877	New 19/20 STBG-RB Project
Caltrans	FRE070701	Grouped Projects for Railroad/Highway Crossing	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-railroad/highway crossing		\$2,766	\$0	\$2,766	130 - Total project cost increased from \$0 to \$2,766	Added 1 project to the back-up listing
Caltrans	FRE071010	Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	9%	\$7,070	\$79,714	\$86,784	SHOIPP Collision Reduction - Total project cost increased from \$79,714 to \$86,784	Added 1 project to the back-up listing
Clovis, City of	FRE190021	Grouped Projects for Intersection Channelization Projects	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Intersection channelization projects at individual intersections			\$0	\$1,017	Various - Total project cost increased from \$0 to \$1,017	New Grouped project listing with 1 project added to the back-up listing
Fresno, City of	FRE092610	Grouped Projects for Safety Improvements-Fresno (Signal Installation)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover	0%	\$0	\$624	\$624	RSTP - Total project cost remains the same at \$624	Revised 1 project on the back-up listing

FRESNO COUNCIL OF GOVERNMENTS
FORMAL FTIP AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGE REPORT AS OF 10/6/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
Fresno, City of	FRE170002	Grouped Projects for Safety Improvements - RSTP Fresno (ITS)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover		\$954	\$0	\$954	RSTP - Total project cost increased from \$0 to \$954	New Grouped project listing with 1 project added to the back-up listing
Kerman, City of	FRE170009	Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Kerman)	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing		\$564	\$0	\$564	RSTP - Total project cost increased from \$0 to \$564	New Grouped project listing with 1 project added to the back-up listing
TOTALS:					\$11,354	\$113,298	\$149,317		

FRESNO COUNCIL OF GOVERNMENTS
FORMAL AMENDMENT NO. 12 TO THE 2019 FTIP
CHANGES TO THE GROUPED PROJECT LISTING AS OF 10/6/2020 in (\$1000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	AMENDMENT NOTES
FRE070701: 1 Project									
Caltrans	LSTMP696	FRE070701 - Fowler RR Grade Crossing Improvements at Manning / Golden State	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signaling and pedestrian improvements.	100%	\$2,766	\$0	\$2,766	130 - New Project Local Rail - STP Railroad Local: ► Add funds in 19/20 in ENG for \$830 ► Add funds in 20/21 in CON for \$1,936 Total project cost \$2,766	New Section 130 project
FRE070710: 1 Project									
Caltrans	LSTMP744	FRE071010 - HWY 180 Median Barrier: Clovis to Temperance	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	100%	\$7,070	\$0	\$7,070	SHOPP Collision Reduction - New Project SHOPPAC: ► Add funds in 20/21 in ENG for \$520 ► Add funds in 21/22 in ENG for \$1,100, ROW for \$10 ► Add funds in 22/23 in ROW for \$140, CON for \$5,300 Total project cost \$7,070	New SHOPP Collision Reduction project
FRE092610: 1 Project									
Fresno, City of	LSTMP560	FRE092610 - Gates/San Jose Traffic Signal	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	0%	\$0	\$624	\$624	RSTP - Change Reason: Revise funding between fiscal years, Technical Correction, Other STPL: ► Add funds in 18/19 in CON for \$554 — Delete funds in 19/20 in CON for \$554 Total project cost remains the same at \$624	CON previously EPSP'd from 19/20 to 18/19. Adjusting programming for accuracy on the financial constraint table
FRE170002: 1 Project									
Fresno, City of	LSTMP712	FRE170002 - Shaw Ave Streetlights - Cedar to Chestnut	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	100%	\$954	\$0	\$954	RSTP - New Project STPL: ► Add funds in 20/21 in ENG for \$120 ► Add funds in 22/23 in CON for \$834 Total project cost \$954	New 19/20 STBG Lifeline Project
FRE170009: 1 Project									
Kerman, City of	LSTMP710	FRE170009 - Kearney Blvd Rehabilitation from Park to Del Norte	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	100%	\$564	\$0	\$564	RSTP - New Project CITY: ► Add funds in 20/21 in ENG for \$5, CON for \$290 STPL: ► Add funds in 20/21 in ENG for \$40 ► Add funds in 21/22 in CON for \$229 Total project cost \$564	New 19/20 STBG-LL Project
FRE190021: 1 Project									
Clovis, City of	LSTMP743	FRE190021 - DeWolf & Owens Mountain Roundabout	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	100%	\$1,017	\$0	\$1,017	Various - New Project CMAQ - Congestion Mitigation Regional: ► Add funds in 21/22 in ENG for \$111 ► Add funds in 22/23 in ROW for \$44 ► Add funds in 23/24 in CON for \$745 CITY: ► Add funds in 21/22 in ENG for \$14 ► Add funds in 22/23 in ROW for \$6 ► Add funds in 23/24 in CON for \$97 Total project cost \$1,017	New STBG RB Project
					\$12,371	\$624	\$12,995		

**2019 FTIP
GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 10/6/2020
DOLLARS IN \$1,000**

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno, City of	CMAQ	'18-05	FRE020133	LSTMP481	Shields Avenue Bankside Trail	Southside of Shields from Fresno Street to First Street; bankside trail	\$88	\$878	\$0	\$0	\$0	\$0	\$674	\$966	\$1,640
Fresno, City of	CMAQ	'18-00	FRE020133	LSTMP536	Herndon Canal Metro Trail from Shields to McKinley	Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	\$0	\$150	\$1,972	\$0	\$0	\$0	\$249	\$2,122	\$2,371
Fresno, City of	CMAQ	'18-00	FRE020133	LSTMP537	Clovis Ave Metro Trail from McKinley to Dayton Ave	Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	\$0	\$596	\$1,621	\$0	\$0	\$0	\$287	\$2,217	\$2,504
TOTAL FRE020133 - FRESNO TRAILS							\$88	\$1,624	\$3,593	\$0	\$0	\$0	\$1,210	\$5,305	\$6,515
Fresno, City of	CMAQ	'18-01	FRE020134	LSTMP640	Tulare Complete Streets - 6th to Cedar	Tulare from 6th to Cedar; Class II bike lanes, sidewalks, curb, gutter, curb ramps and streetlights.	\$0	\$0	\$0	\$242	\$1,902	\$0	\$442	\$2,144	\$2,586
Fresno, City of	CMAQ	'18-11	FRE020134	LSTMP720	Blackstone Ave - McKinley to Shields: Smart Mobility Project	Blackstone: McKinley to Shields; Class IV protected bike lane, traffic calming, curb ramp and median nose recon, bus stop platforms, signing and striping.	\$0	\$0	\$0	\$0	\$136	\$1,567	\$262	\$1,793	\$2,055
TOTAL FRE020134 - FRESNO BIKE PED							\$0	\$0	\$0	\$242	\$2,038	\$1,567	\$704	\$3,937	\$4,641
Fresno, City of	RSTP	'18-00	FRE020617	LSTMP486	Shields Overlay - Sunnyside to Fowler	Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	\$95	\$626	\$0	\$0	\$0	\$0	\$0	\$721	\$721
Fresno, City of	RSTP	'18-04	FRE020617	LSTMP553	First Street AC Overlay from Alluvial to Herndon	First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$111	\$0	\$884	\$0	\$0	\$0	\$0	\$995	\$995
TOTAL FRE020617 - FRESNO PAVEMENT REHABILITATION 1							\$206	\$626	\$884	\$0	\$0	\$0	\$0	\$1,716	\$1,716
Clovis, City of	HES/HSIP	'18-02	FRE040401	LSTMP666	Clovis Pedestrian Signalization Upgrades	In the City of Clovis at Twenty-nine (29) different intersections; Install pedestrian push button systems and pedestrian countdown modules. (TC)	\$0	\$0	\$0	\$338	\$0	\$0	\$0	\$338	\$338
Coalinga, City of	HES/HSIP	'18-00	FRE040401	LSTMP403	SR 33 (Elm Ave) and Cambridge Ave- HSIP	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	\$109	\$328	\$0	\$0	\$0	\$0	\$49	\$437	\$486
Fresno County	HES/HSIP	'18-02	FRE040401	LSTMP670	Ashlan/Palm Intersection - Signal Upgrades	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	\$0	\$0	\$0	\$0	\$239	\$0	\$0	\$956	\$956
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP487	Chestnut and Shields Left-Turn Phasing	Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing	\$34	\$0	\$0	\$0	\$437	\$0	\$116	\$472	\$588
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP579	Herndon Ave Corridor Pedestrian Signalization Upgrades	Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment	\$26	\$200	\$0	\$0	\$0	\$0	\$0	\$226	\$226
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP580	Shaw Ave Corridor Pedestrian Signalization Upgrades	Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment	\$20	\$154	\$0	\$0	\$0	\$0	\$0	\$174	\$174
Fresno, City of	HES/HSIP	'18-00	FRE040401	LSTMP581	Left Turn Phase at Dakota and West	Intersection of Dakota Ave and West Ave; Install protected left turn phase	\$0	\$0	\$388	\$0	\$0	\$0	\$141	\$388	\$529
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP667	Fresno Pedestrian Signalization Upgrades - 86 Intersections	In the City of Fresno at Eighty-six (86) signalized intersections (on Belmont from Delno to Clovis, Olive from Fruit to Clovis, and various locations Downtown and in the Tower District); Install pedestrian countdown equipment.	\$0	\$922	\$0	\$0	\$0	\$0	\$40	\$922	\$962
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP668	First St Pedestrian Signalization Upgrades - 22 Intersections	First Street from Ventura Ave to Nees Ave; Upgrade pedestrian countdown equipment at Twenty-two (22) signalized intersections	\$0	\$250	\$0	\$0	\$0	\$0	\$21	\$250	\$271

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 10/6/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno, City of	HES/HSIP	'18-02	FRE040401	LSTMP669	Fresno Pedestrian Signalization Upgrades - 25 Intersections	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	\$0	\$0	\$0	\$0	\$545	\$0	\$8	\$545	\$553
Kingsburg, City of	HES/HSIP	'18-02	FRE040401	LSTMP582	Sierra St at Bethel Ave Single Lane Roundabout	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout.	\$0	\$1,297	\$0	\$0	\$0	\$0	\$0	\$1,297	\$1,297
Reedley, City of	HES/HSIP	'18-02	FRE040401	LSTMP671	Reedley Roadway Safety Signing Audit - Various Locations	Minor Arterials and Arterial roadway segments (Reed Ave, Manning Ave, I St, 11th St, Dinuba Ave, Frankwood Ave, Olson Ave and Buttonwillow Ave); Evaluate roadway signing upgrades through the process of a Roadway Safety Signing Audit (RSSA), install and/or upgrade signs.	\$0	\$180	\$0	\$0	\$0	\$0	\$0	\$180	\$180
TOTAL FRE040401 - HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS							\$189	\$3,331	\$388	\$338	\$1,221	\$0	\$375	\$6,185	\$6,560
Clovis, City of	HBP	'18-07	FRE040501	LSTMP492	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis.	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$4	\$0	\$0	\$0	\$0	\$3	\$1	\$7	\$8
Fresno County	HBP	'18-07	FRE040501	LSTMP032	Bridge Preventative Maintenance Program	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$3,825	\$0	\$0	\$0	\$3,876	\$3,145	\$1,405	\$10,845	\$12,250
Fresno County	HBP	'18-10	FRE040501	LSTMP280	Bridge No. 42C0047 lane replacement- Russell Over Outside Canal	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	\$841	\$0	\$3,718	\$0	\$0	\$0	\$591	\$4,559	\$5,150
Fresno County	HBP	'18-07	FRE040501	LSTMP281	Bridge No. 42C0074 Lane replacement- Nees Ave over Delta-Mendota Canal	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	\$859	\$0	\$0	\$0	\$0	\$3,225	\$529	\$4,084	\$4,613
Fresno County	HBP	'18-10	FRE040501	LSTMP283	Replace bridge #42C0343-E McKinley Ave. over Fresno Canal	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$310	\$115	\$125	\$2,050	\$0	\$0	\$0	\$2,600	\$2,600
Fresno County	HBP	'18-10	FRE040501	LSTMP284	Replace bridge #42C0413-E Lincoln Ave. Over Travers Creek	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	\$360	\$0	\$120	\$0	\$0	\$1,400	\$0	\$1,880	\$1,880
Fresno County	HBP	'18-10	FRE040501	LSTMP285	Replace bridge #42C0417-E Parlier Ave. Over Travers Creek	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$360	\$0	\$70	\$0	\$0	\$1,100	\$0	\$1,530	\$1,530
Fresno County	HBP	'18-10	FRE040501	LSTMP286	Replace bridge #42C0502-E Lincoln Ave. Over Wahtoke Creek	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	\$459	\$1,590	\$702	\$0	\$0	\$0	\$0	\$2,752	\$2,752

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 10/6/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno County	HBP	'18-02	FRE040501	LSTMP411	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR145	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR145. Replace structurally deficient two lane bridge with standard two lane bridge.	\$664	\$0	\$0	\$0	\$0	\$4,573	\$679	\$5,237	\$5,916
Fresno County	HBP	'18-02	FRE040501	LSTMP412	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles E of Colorado	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	\$521	\$0	\$0	\$0	\$0	\$2,194	\$352	\$2,715	\$3,067
Fresno County	HBP	'18-02	FRE040501	LSTMP413	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	\$739	\$0	\$77	\$0	\$0	\$4,200	\$0	\$5,016	\$5,016
Fresno County	HBP	'18-07	FRE040501	LSTMP414	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	\$326	\$0	\$0	\$0	\$74	\$2,346	\$0	\$2,746	\$2,746
Fresno County	HBP	'18-10	FRE040501	LSTMP417	Replace Bridge No. 42C0099-Ennis Rd over Sand Creek, 0.3 Mi. S George Smith Rd	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MI GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW & CON.	\$480	\$0	\$100	\$2,110	\$0	\$0	\$0	\$2,690	\$2,690
Fresno County	HBP	'18-00	FRE040501	LSTMP418	Replace Bridge No. 42C0134-Burrough Valley Rd Over Dry Creek	BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge.	\$660	\$0	\$0	\$0	\$0	\$2,833	\$452	\$3,493	\$3,945
Fresno County	HBP	'18-07	FRE040501	LSTMP419	Replace Bridge No. 42C0276-Englehart Ave over Reedley Main Canal	BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	\$325	\$0	\$50	\$0	\$0	\$1,195	\$0	\$1,570	\$1,570
Fresno County	HBP	'18-02	FRE040501	LSTMP420	Replace Bridge No. 42C0289-N Frankwood Over Alta Main Canal	BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	\$510	\$210	\$0	\$0	\$0	\$2,789	\$0	\$3,509	\$3,509
Fresno County	HBP	'18-10	FRE040501	LSTMP421	Replace Bridge No. 42C0317-Watts Valley Rd Over Watts Creek	BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	\$410	\$1,786	\$126	\$0	\$0	\$0	\$0	\$2,322	\$2,322
Fresno County	HBP	'18-02	FRE040501	LSTMP422	Replace Bridge No. 42C0486-N Chateau Fresno Over Houghton Canal	BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	\$521	\$0	\$0	\$0	\$0	\$1,952	\$0	\$2,473	\$2,473
Fresno County	HBP	'18-04	FRE040501	LSTMP441	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE.	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 4 lane bridge with 4 lane bridge.	\$411	\$0	\$0	\$0	\$62	\$2,020	\$323	\$2,493	\$2,816
Fresno County	HBP	'18-10	FRE040501	LSTMP443	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD.	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge.	\$877	\$0	\$0	\$0	\$774	\$0	\$1,125	\$8,683	\$9,808

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							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno County	HBP	'18-02	FRE040501	LSTMP444	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE.	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project.	\$97	\$0	\$0	\$0	\$5	\$186	\$37	\$289	\$326
Fresno County	HBP	'18-02	FRE040501	LSTMP446	BRIDGE NO. 42C0348, S QUALITY AVE, OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE.	BRIDGE NO. 42C0348, S QUALITY AVE, OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$60	\$185	\$0	\$350	\$350
Fresno County	HBP	'18-02	FRE040501	LSTMP447	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE.	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$6	\$185	\$0	\$296	\$296
Fresno County	HBP	'18-02	FRE040501	LSTMP448	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE.	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	\$105	\$0	\$0	\$0	\$6	\$185	\$0	\$296	\$296
Fresno County	HBP	'18-02	FRE040501	LSTMP449	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE.	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON.	\$449	\$0	\$0	\$0	\$115	\$2,070	\$0	\$2,634	\$2,634
Fresno County	HBP	'18-02	FRE040501	LSTMP450	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE.	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project.	\$93	\$0	\$0	\$0	\$5	\$164	\$34	\$262	\$296
Fresno County	HBP	'18-07	FRE040501	LSTMP493	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE.	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON.	\$610	\$0	\$0	\$0	\$373	\$5,500	\$0	\$6,483	\$6,483
Fresno County	HBP	'18-02	FRE040501	LSTMP651	Replace Bridge No. 42C0496 - N Del Rey over Fresno Canal	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, ROW, & CON.	\$515	\$0	\$0	\$0	\$0	\$1,900	\$0	\$2,415	\$2,415
Fresno, City of	HBP	'18-02	FRE040501	LSTMP442	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP)	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$411	\$0	\$0	\$0	\$600	\$201	\$157	\$1,212	\$1,369
Sanger, City of	HBP	'18-10	FRE040501	LSTMP494	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger.	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$259	\$0	\$882	\$0	\$4	\$0	\$172	\$1,328	\$1,500
TOTAL FRE040501 - HIGHWAY BRIDGE PROGRAM PROJECTS							\$16,211	\$3,701	\$5,970	\$4,160	\$5,960	\$43,551	\$5,857	\$86,769	\$92,626
Caltrans	SHOPP	'18-01	FRE041001	LSTMP626	SR 41 Irrigation System Replacement: Jensen to Alluvial	On SR41 in the city of Fresno, from 0.1 mile south of Jensen Ave Overcrossing to Alluvial Ave Undercrossing; Replace irrigation system with a water efficient system.	\$0	\$554	\$2,036	\$0	\$0	\$0	\$0	\$2,590	\$2,590
Caltrans	SHOPP	'18-01	FRE041001	LSTMP629	Hwy 168 Replace Irrigation Valves	In Fresno and Clovis, at various locations between Route 180/168 Separation and Shepherd Ave: Replace black potable water irrigation valves with purple scrubber valves for recycled irrigation water.	\$0	\$2	\$528	\$1,819	\$0	\$0	\$0	\$2,349	\$2,349

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Caltrans	SHOPP	'18-11	FRE041001	LSTMP714	Hwy 99 Irrigation System Upgrade: Jensen to Stanislaus	On Hwy 99 in the city of Fresno, from north of Jensen Ave to north of Stanislaus St Overcrossing; also on Routes 41, 168, and 180 at various locations. Upgrade existing irrigation system to use recycled water.	\$0	\$0	\$0	\$600	\$1,001	\$15,320	\$0	\$16,921	\$16,921
TOTAL FRE041001 - SHOPP ROADSIDE PRESERVATION							\$0	\$556	\$2,564	\$2,419	\$1,001	\$15,320	\$0	\$21,860	\$21,860
Caltrans	130	'18-12	FRE070701	LSTMP696	Fowler RR Grade Crossing Improvements at Manning / Golden State	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signalizing and pedestrian improvements.	\$0	\$0	\$830	\$1,936	\$0	\$0	\$0	\$2,766	\$2,766
TOTAL FRE070701 - 130 RAILROAD/HIGHWAY CROSSING							\$0	\$0	\$830	\$1,936	\$0	\$0	\$0	\$2,766	\$2,766
Caltrans	SHOPP	'18-01	FRE071003	LSTMP499	REPLACE BRIDGE AT I-5 AND TUMEY GULCH NEAR MENDOTA	Near Mendota on Interstate 5, at TumeY Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project)	\$850	\$1,904	\$13,777	\$0	\$0	\$0	\$0	\$16,531	\$16,531
Caltrans	SHOPP	'18-01	FRE071003	LSTMP500	HWY 180 BRIDGE RAIL UPGRADES ON MILL CREEK BRIDGE AND SOUTH FORK KINGS RIVER BRIDGE	On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade.	\$1,413	\$3,971	\$0	\$0	\$0	\$0	\$0	\$5,384	\$5,384
Caltrans	SHOPP	'18-01	FRE071003	LSTMP570	Bridge Rehabilitation on SR41 in Fresno at South Fresno Viaduct	On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly.	\$1,007	\$8,915	\$0	\$0	\$0	\$0	\$0	\$9,922	\$9,922
Caltrans	SHOPP	'18-11	FRE071003	LSTMP588	Hwy 33 Bridge Rehab at Colony Main, Helm, and Poso Canal Bridges	Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete.	\$538	\$0	\$1,227	\$0	\$4,080	\$0	\$0	\$5,845	\$5,845
TOTAL FRE071003 - SHOPP BRIDGE REHABILITATION							\$3,808	\$14,790	\$15,004	\$0	\$4,080	\$0	\$0	\$37,682	\$37,682
Caltrans	SHOPP	'18-01	FRE071004	LSTMP595	Repair Vehicle Detection Systems - Routes 99, 41, 168, 180 - Various Locations	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	\$800	\$1,467	\$4,211	\$0	\$0	\$0	\$0	\$6,478	\$6,478
Caltrans	SHOPP	'18-01	FRE071004	LSTMP609	Replace/Upgrade Traffic Management System - Routes 41, 99, 168, 180 - Various Locations	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	\$619	\$1,974	\$0	\$17,831	\$0	\$0	\$0	\$20,424	\$20,424
Caltrans	SHOPP	'18-01	FRE071004	LSTMP625	Hwy 41 from Ashlan to Shaw; Construct NB Auxiliary Lane and add Lane to Shaw Offramp	Highway 41 near Fresno, from the northbound Ashlan Ave onramp to the northbound Shaw Av offramp; Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue offramp.	\$0	\$1,300	\$2,557	\$0	\$19,100	\$0	\$0	\$22,957	\$22,957
Caltrans	SHOPP	'18-09	FRE071004	LSTMP628	Repair Transportation Management System (TMS) Elements in Various Counties	In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements.	\$0	\$400	\$910	\$6,170	\$0	\$0	\$0	\$7,480	\$7,480
TOTAL FRE071004 - SHOPP MOBILITY							\$1,419	\$5,141	\$7,678	\$24,001	\$19,100	\$0	\$0	\$57,339	\$57,339
Caltrans	SHOPP	'18-01	FRE071007	LSTMP502	HWY 99 ROADWAY REHABILITATION FROM ROUTE 201 TO SECOND STREET	Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation.	\$2,116	\$45,226	\$0	\$0	\$0	\$0	\$0	\$47,342	\$47,342

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Caltrans	SHOPP	'18-01	FRE071007	LSTMP587	Replace damaged drainage systems on Hwy 198 at various locations	Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems.	\$1,647	\$1,825	\$0	\$0	\$0	\$0	\$0	\$3,472	\$3,472
Caltrans	SHOPP	'18-02	FRE071007	LSTMP594	HWY 99 Rose to Merced - CRCP	Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards.	\$845	\$2,024	\$56	\$0	\$0	\$0	\$0	\$99,925	\$99,925
Caltrans	SHOPP	'18-09	FRE071007	LSTMP608	HWY 168 Roadway Rehabilitation near Prather from Sample Rd to Oak Creek Rd	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete	\$750	\$1,231	\$10,045	\$0	\$0	\$0	\$0	\$12,026	\$12,026
Caltrans	SHOPP	'18-09	FRE071007	LSTMP627	SR 198 Culvert Repair/Replacement at Various Locations	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	\$0	\$3,000	\$3,860	\$0	\$0	\$0	\$0	\$24,560	\$24,560
Caltrans	SHOPP	'18-11	FRE071007	LSTMP652	SR 145 Pavement Rehab - Kamm to Manning	SR 145 Near Helm, from Kamm Ave to Manning Ave. Pavement rehabilitation.	\$0	\$820	\$930	\$9,000	\$0	\$0	\$0	\$10,750	\$10,750
Caltrans	SHOPP	'18-11	FRE071007	LSTMP665	HWY 99 Roadway Rehabilitation: El Dorado to Clinton	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges. (Long Lead Project)	\$0	\$20,000	\$0	\$0	\$19,800	\$327,500	\$0	\$367,300	\$367,300
Caltrans	SHOPP	'18-11	FRE071007	LSTMP685	Hwy 5 Pavement Rehabilitation from Three Rocks to Panoche	Near Mendota, from north of Three Rocks Rd to south of Panoche Rd; Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	\$0	\$2,000	\$0	\$1,510	\$44,200	\$0	\$0	\$47,710	\$47,710
Caltrans	SHOPP	'18-11	FRE071007	LSTMP715	Hwy 168 Drainage Systems Rehabilitation: Fowler to Warbler	Hwy 168 in and near Clovis, from Fowler Ave to east of Warbler Lane near Shaver Lake (PM R8.28/45.8) at various locations. Rehabilitate drainage systems. [Long Lead Project]	\$0	\$0	\$0	\$4,500	\$0	\$0	\$23,670	\$4,500	\$28,170
Caltrans	SHOPP	'18-11	FRE071007	LSTMP716	Rte 33 Pavement Rehabilitation: Merced to Cambridge	Rte 33 in and near Coalinga, from south of Merced Ave to north of Cambridge Ave. Rehabilitate pavement, replace signs, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and install Transportation Management System (TMS) elements. [Long Lead Project]	\$0	\$0	\$0	\$1,700	\$0	\$0	\$14,800	\$1,700	\$16,500
Caltrans	SHOPP	'18-11	FRE071007	LSTMP717	Rte 33 Roadway Rehabilitation: Morris Kyle to Clyde Fannon	Rte 33 in and near Firebaugh, from Morris Kyle Drive to 0.6 mile north of Clyde Fannon Drive. Rehabilitate roadway, replace signs, install Transportation Management System (TMS) elements, upgrade guardrail, and rehabilitate drainage systems.	\$0	\$0	\$0	\$1,700	\$0	\$15,560	\$0	\$19,361	\$19,361
Caltrans	SHOPP	'18-11	FRE071007	LSTMP718	I-5 Pavement Rehabilitation: Shields to Merced County Line	Interstate 5 near Los Banos, from Shields Avenue to Merced County line (PM 66.159). Rehabilitate pavement, install Transportation Management System(TMS) elements, and upgrade signs, guardrail, and lighting.	\$0	\$0	\$0	\$1,491	\$1,119	\$0	\$0	\$20,750	\$20,750
TOTAL FRE071007 - SHOPP ROADWAY PRESERVATION							\$5,358	\$76,126	\$14,891	\$19,901	\$65,119	\$343,060	\$38,470	\$659,396	\$697,866
Caltrans	SHOPP	'18-01	FRE071010	LSTMP496	I-5 Coalinga-Avenal Safety Roadside Rest Area, Water and Wastewater Systems Repairs	Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems.	\$909	\$5,452	\$0	\$0	\$0	\$0	\$0	\$6,361	\$6,361

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Caltrans	SHOPP	'18-00	FRE071010	LSTMP497	HWY 99 from American Ave to N of Tulare Kings River Bridge; gore/misc paving, vehicle pull outs, irrigation system repair	Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems.	\$4,653	\$0	\$0	\$0	\$0	\$0	\$0	\$4,653	\$4,653
Caltrans	SHOPP	'18-01	FRE071010	LSTMP586	Centerline Rumble Strip on HWY 168 between Shepherd Ave and Lockwood Lane	Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip.	\$856	\$1,147	\$0	\$0	\$0	\$0	\$0	\$2,003	\$2,003
Caltrans	SHOPP	'18-01	FRE071010	LSTMP593	Rumble Strip and Pavement Delineation on HWY 43 - Kings County Line to E. Mountain View	Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	\$772	\$1,228	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
Caltrans	SHOPP	'18-04	FRE071010	LSTMP684	Rumble Strip on Hwy 41 Near Easton	Near Easton, from Elkhorn Ave to North Ave; Construct rumble strips.	\$0	\$400	\$730	\$1,800	\$0	\$0	\$0	\$2,930	\$2,930
Caltrans	SHOPP	'18-09	FRE071010	LSTMP686	Centerline and Shoulder Rumble Strips on Hwy 145 from Rte 5 to Church	Hwy 145 near Kerman, from Rte 5 to Church Ave; Construct centerline and shoulder rumble strips.	\$0	\$0	\$470	\$960	\$4,350	\$0	\$0	\$5,780	\$5,780
Caltrans	SHOPP	'18-09	FRE071010	LSTMP693	Hwy 180 at Dickenson Ave Roundabout	On Hwy 180 near Rolinda, from 0.3 mile west to 0.3 mile east of Dickenson Ave; Construct roundabout	\$0	\$0	\$1,600	\$0	\$2,500	\$7,980	\$0	\$12,080	\$12,080
Caltrans	SHOPP	'18-10	FRE071010	LSTMP708	SR 41 at Mount Whitney Ave Roundabout	On SR 41 near Camden, from 0.2 mile south to 0.2 miles north of Mount Whitney Ave; Construct roundabout.	\$0	\$0	\$1,200	\$2,550	\$0	\$0	\$0	\$13,750	\$13,750
Caltrans	SHOPP	'18-10	FRE071010	LSTMP709	SR 41 at Elkhorn Ave Roundabout	On SR 41 near Wildflower, from 0.3 mile south to 1.0 mile north of East Elkhorn Ave; Construct roundabout	\$0	\$0	\$1,200	\$2,400	\$0	\$0	\$0	\$13,600	\$13,600
Caltrans	SHOPP	'18-11	FRE071010	LSTMP713	SR41 Maintenance Vehicle Pullouts - Ventura to Friant	SR 41 in the city of Fresno, from Ventura Ave Viaduct to Friant Rd; Construct Maintenance Vehicle Pullouts (MVPs), access gates, relocate irrigation facilities, and pave beyond gore	\$0	\$0	\$0	\$431	\$1,209	\$0	\$0	\$10,776	\$10,776
Caltrans	SHOPP	'18-12	FRE071010	LSTMP744	HWY 180 Median Barrier: Clovis to Temperance	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	\$0	\$0	\$0	\$520	\$1,110	\$5,440	\$0	\$7,070	\$7,070
TOTAL FRE071010 - SHOPP COLLISION REDUCTION							\$7,190	\$8,227	\$5,200	\$8,661	\$9,169	\$13,420	\$0	\$81,003	\$81,003
Caltrans	Minor Program	'18-01	FRE090000	LSTMP650	HWY 41 at WB 180; Install Concrete Barrier	Highway 41 in Fresno, at the westbound 180 connector ramp; install concrete barrier.	\$0	\$865	\$0	\$0	\$0	\$0	\$0	\$865	\$865
Caltrans	Minor Program	'18-06	FRE090000	LSTMP692	Hwy 99/180 Intersection; Install Concrete Guardrail	In Fresno, at the Route 99/180 Intersection; Install concrete guardrail.	\$0	\$0	\$1,758	\$0	\$0	\$0	\$0	\$1,758	\$1,758
TOTAL FRE090000 - MINOR PROGRAM PROJECTS							\$0	\$865	\$1,758	\$0	\$0	\$0	\$0	\$2,623	\$2,623
Fresno County	CMAQ	'18-10	FRE090130	LSTMP534	American Ave Shoulder Improvements from Madera Ave to Placer Ave	American Ave from Madera Ave to Placer Ave; Shoulder improvements - construct 4ft wide paved shoulders on each side of existing 24ft travel way.	\$422	\$0	\$0	\$0	\$1,889	\$0	\$299	\$2,311	\$2,610
Fresno County	CMAQ	'18-00	FRE090130	LSTMP535	Jensen Ave Shoulder Improvements from Dickensen to Madera Ave	Jensen Ave from Dickensen to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way.	\$371	\$0	\$1,615	\$0	\$0	\$0	\$257	\$1,986	\$2,243
Fresno County	CMAQ	'18-08	FRE090130	LSTMP643	Goodfellow Ave Shoulder Improvements from Channel to Reed	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$345	\$0	\$3,572	\$0	\$0	\$508	\$3,917	\$4,425
Fresno County	CMAQ	'18-09	FRE090130	LSTMP644	Mountain View Ave Shoulder Improvements from Fowler to McCall	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$166	\$0	\$2,518	\$0	\$0	\$348	\$2,684	\$3,032

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							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Fresno County	CMAQ	'18-09	FRE090130	LSTMP644	Mountain View Ave Shoulder Improvements from Fowler to McCall	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	\$0	\$166	\$0	\$2,518	\$0	\$0	\$348	\$2,684	\$3,032
Fresno County	CMAQ	'18-11	FRE090130	LSTMP704	Lincoln Ave Shoulder Improvements: SR145 to Grantland Alignment	Lincoln Avenue from SR 145 (Madera Ave) to Grantland Alignment. Construct 4-foot wide paved shoulders on each side of the existing 24-foot travel way.	\$0	\$0	\$0	\$2,479	\$0	\$0	\$346	\$2,479	\$2,825
TOTAL FRE090130 - FRESNO ITS SAFETY IMPROVEMENTS							\$793	\$677	\$1,615	\$11,087	\$1,889	\$0	\$2,106	\$16,061	\$18,167
Fresno, City of	CMAQ	'18-05	FRE090137	LSTMP544	ITS Installation and synchronization of Ventura/Kings Canyon from Van Ness to Chestnut	Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor.	\$128	\$0	\$1,796	\$0	\$0	\$0	\$17	\$1,924	\$1,941
Fresno, City of	CMAQ	'18-06	FRE090137	LSTMP545	ITS Installation and synchronization of Blackstone/Friant from McKinley to Shepherd	Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor.	\$182	\$0	\$0	\$2,568	\$0	\$0	\$24	\$2,749	\$2,773
Fresno, City of	CMAQ	'18-05	FRE090137	LSTMP546	ITS Installation and synchronization of Blackstone/Abby from Divisadero to McKinley	Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor.	\$134	\$0	\$0	\$1,505	\$0	\$0	\$17	\$1,640	\$1,657
Fresno, City of	CMAQ	'18-01	FRE090137	LSTMP645	ITS Ashlan from Cornelia to Blackstone	ITS Ashlan Ave from Cornelia Ave to Blackstone Ave; Install ITS synchronization, communications, 2070L controllers, cameras, detection, vaults and cabinets (TC)	\$0	\$0	\$0	\$220	\$1,734	\$0	\$0	\$1,954	\$1,954
Fresno, City of	CMAQ	'18-09	FRE090137	LSTMP695	ITS Jensen Ave adaptive Traffic Signal Synchronization Project	Jensen Ave from Elm Ave to Temperance Ave; install Adaptive ITS System, upgrade detection, and synchornize corridor	\$260	\$2,340	\$0	\$0	\$0	\$0	\$337	\$2,600	\$2,937
Fresno, City of	CMAQ	'18-11	FRE090137	LSTMP736	ITS Friant Ave adaptive Traffic Signal Synchronization Project	Friant Ave from Shepherd to Copper River; install Adaptive ITS System, upgrade detection, and synchronize corridor	\$0	\$0	\$0	\$0	\$220	\$0	\$257	\$1,983	\$2,240
TOTAL FRE090137 - FRESNO ITS SAFETY IMPROVEMENTS							\$704	\$2,340	\$1,796	\$4,293	\$1,954	\$0	\$652	\$12,850	\$13,502
Fresno, City of	RSTP	'18-04	FRE090611	LSTMP549	Blackstone AC Overlay from Dakota to Ashlan	Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$127	\$2,106	\$0	\$0	\$0	\$0	\$0	\$2,232	\$2,232
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP550	Abby AC Overlay from Divisadero to Olive	Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$142	\$0	\$0	\$1,382	\$0	\$0	\$0	\$1,524	\$1,524
Fresno, City of	RSTP	'18-04	FRE090611	LSTMP551	Southbound Friant AC Overlay from Champlain to Shepherd	Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$92	\$971	\$0	\$0	\$0	\$0	\$0	\$1,063	\$1,063
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP552	Jensen AC Overlay from Cornelia to Chateau Fresno	Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.(TC)	\$192	\$0	\$0	\$0	\$0	\$0	\$0	\$3,318	\$3,318
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP556	Belmont Ave AC Overlay from Cedar to Chestnut	Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	\$147	\$1,271	\$0	\$0	\$0	\$0	\$0	\$1,418	\$1,418
Fresno, City of	RSTP	'18-08	FRE090611	LSTMP557	Jensen Ave AC Overlay from SR41 to MLK	Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$148	\$0	\$96	\$1,176	\$0	\$0	\$0	\$1,421	\$1,421
Fresno, City of	RSTP	'18-00	FRE090611	LSTMP558	Ashlan Ave AC Overlay from First to Millbrook	Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$63	\$0	\$502	\$0	\$0	\$0	\$0	\$566	\$566

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Fresno, City of	RSTP	'18-00	FRE090611	LSTMP559	Inyo St AC Overlay from Van Ness to P St	Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (TC)	\$108	\$0	\$595	\$0	\$0	\$0	\$0	\$703	\$703
Fresno, City of	RSTP	'18-08	FRE090611	LSTMP617	Bullard Ave AC Overlay: First to Cedar	Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signage, striping, and Class II bike lane	\$0	\$129	\$1,504	\$0	\$0	\$0	\$301	\$1,633	\$1,934
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP662	Chestnut Ave Overlay: Kings Canyon to Butler	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping	\$0	\$158	\$0	\$0	\$0	\$0	\$221	\$1,863	\$2,084
Fresno, City of	RSTP	'18-11	FRE090611	LSTMP711	Blackstone Ave AC Overlay: Minarets to Nees	Blackstone Ave from Minarets to Nees; AC Overlay, Class II bike lane, sidewalk, curb ramps, curb, gutter, signage, striping, signal loops	\$0	\$0	\$0	\$0	\$244	\$2,859	\$0	\$3,141	\$3,141
TOTAL FRE090611 - FRESNO PAVEMENT REHABILITATION 2							\$1,019	\$4,635	\$2,697	\$2,558	\$244	\$2,859	\$522	\$18,882	\$19,404
Fresno County	RSTP	'18-00	FRE090621	LSTMP367	Mount Whitney Avenue AC Overlay- 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
Fresno County	RSTP	'18-10	FRE090621	LSTMP610	Jensen Rehabilitation: Fig to Fruit	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps	\$534	\$0	\$0	\$0	\$0	\$0	\$170	\$3,774	\$3,944
Fresno County	RSTP	'18-08	FRE090621	LSTMP620	McCall Ave Overlay: SR 180 to Shaw	McCall Ave from 0.3 miles n/o SR 180 to Shaw Ave; AC Overlay.	\$447	\$0	\$0	\$2,055	\$0	\$0	\$629	\$2,502	\$3,131
Fresno County	RSTP	'18-01	FRE090621	LSTMP624	Nees Ave HMA Overlay from Millux Align to Russell	Nees Ave from Millux Align to Russell; furnishing and placing hot mix asphalt concrete (HMA) overlay and shoulder backing.	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800
Fresno County	RSTP	'18-11	FRE090621	LSTMP659	Jensen Ave Rehab: Fruit Westward	Jensen Ave from Fruit Ave to West Ave; Road rehabilitation, including bike lane striping	\$0	\$252	\$0	\$0	\$0	\$0	\$183	\$1,413	\$1,596
Fresno County	RSTP	'18-11	FRE090621	LSTMP703	Lincoln Ave CCPR Rehabilitation: SR145 to Grantland Alignment	Lincoln Ave from SR 145 (Madera Ave) to Grantland Alignment (near Cold Central Plant Recycling); Road Rehabilitation	\$0	\$0	\$0	\$3,895	\$0	\$0	\$553	\$3,895	\$4,448
TOTAL FRE090621 - FRESNO COUNTY PAVEMENT REHABILITATION							\$1,781	\$252	\$0	\$5,950	\$0	\$0	\$4,535	\$12,384	\$16,919
Caltrans	SHOPP	'18-01	FRE091001	LSTMP498	Construct ADA compliant pedestrian path on HWY 33 from Morris Kyle Drive to Clyde Fannon Drive	Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards.	\$1,241	\$3,176	\$0	\$0	\$0	\$0	\$0	\$4,417	\$4,417
TOTAL FRE091001 - SHOPP MANDATES PROGRAM							\$1,241	\$3,176	\$0	\$0	\$0	\$0	\$0	\$4,417	\$4,417
Fresno, City of	RSTP	'18-12	FRE092610	LSTMP560	Gates/San Jose Traffic Signal	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	\$70	\$554	\$0	\$0	\$0	\$0	\$0	\$624	\$624
TOTAL FRE092610- FRESNO SIGNALS INSTALLATION SAFETY PROJECTS							\$70	\$554	\$0	\$0	\$0	\$0	\$0	\$624	\$624
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP561	Armstrong Ave Rehabilitation from Barstow to Bullard	Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	\$50	\$816	\$0	\$0	\$0	\$0	\$0	\$866	\$866
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP562	Temperance Ave Rehabilitation from Shaw to Barstow	Temperance Avenue from Shaw Avenue to Barstow Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	\$50	\$875	\$0	\$0	\$0	\$0	\$0	\$925	\$925

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Clovis, City of	RSTP	'18-00	FRE130064	LSTMP616	Clovis Ave Rehab: Nees to Alluvial	Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	\$0	\$0	\$89	\$832	\$0	\$0	\$119	\$921	\$1,040
Clovis, City of	RSTP	'18-00	FRE130064	LSTMP618	Barstow Ave Rehab: Minnewawa to Clovis	Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping (TC)	\$0	\$0	\$65	\$514	\$0	\$0	\$0	\$579	\$579
Clovis, City of	RSTP	'18-04	FRE130064	LSTMP619	Shaw Ave Rehab: Sunnyside to Fowler	Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping. (TC)	\$0	\$0	\$113	\$0	\$0	\$0	\$0	\$1,218	\$1,218
Clovis, City of	RSTP	'18-10	FRE130064	LSTMP698	Villa Ave Rehabilitation; Barstow to Shaw	Villa Ave from Barstow Ave to Shaw Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$723	\$0	\$0	\$94	\$723	\$817
Clovis, City of	RSTP	'18-11	FRE130064	LSTMP699	Fowler Ave Rehabilitation; Alluvial to Nees	Fowler Ave from Alluvial Ave to Nees Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$79	\$0	\$0	\$137	\$1,059	\$1,196
Clovis, City of	RSTP	'18-10	FRE130064	LSTMP700	Villa Ave Rehabilitation; Bullard to Barstow	Villa Ave from Bullard Ave to Barstow Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$58	\$726	\$0	\$102	\$784	\$886
Clovis, City of	RSTP	'18-11	FRE130064	LSTMP741	Fowler Ave Rehabilitation: Ashlan to City Limit	Fowler Ave from Ashlan Ave to City Limit; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	\$0	\$0	\$0	\$92	\$0	\$0	\$150	\$400	\$550
TOTAL FRE130064 - CLOVIS PAVEMENT REHABILITATION							\$100	\$1,691	\$267	\$2,298	\$726	\$0	\$602	\$7,475	\$8,077
Coalinga, City of	RSTP	'18-04	FRE130065	LSTMP611	Polk Street Rehabilitation: Elm to 5th	Polk Street from Elm Ave to 5th Street; Rehabilitation to replace asphalt pavement, install new sidewalk, curb, and gutter	\$0	\$0	\$505	\$0	\$0	\$0	\$66	\$504	\$570
Coalinga, City of	RSTP	'18-10	FRE130065	LSTMP664	Sunset St Rehabilitation: Polk to Van Ness	Sunset St from Polk St to Van Ness Ave; Rehabilitate, resurface, and replace existing AC pavement, grading base material, construct ADA ramps, sidewalks, curb and gutter, driveways, valley gutters, storm drain, electrical pull-boxes, traffic striping, and traffic signage.	\$0	\$0	\$0	\$500	\$0	\$0	\$918	\$500	\$1,418
Coalinga, City of	RSTP	'18-10	FRE130065	LSTMP697	Polk Street Rehabilitation: Monterey to Elm	West Polk St from Monterey Ave to Elm Ave; Rehabilitation to replace asphalt pavement, install new shared bike lanes, crosswalks, and ADA ramps.	\$0	\$0	\$0	\$128	\$466	\$0	\$77	\$594	\$671
Firebaugh, City of	RSTP	'18-11	FRE130065	LSTMP706	8th St Rehabilitation: P to SR33	8th Street from P St to SR33; Pavement Rehabilitation	\$0	\$0	\$0	\$0	\$270	\$0	\$0	\$270	\$270
Fowler, City of	RSTP	'18-04	FRE130065	LSTMP613	Adams Ave Rehabilitation: 5th to Merced	Adams Ave from 5th St to Merced St; Rehabilitation of pavement and pedestrian facilities	\$0	\$58	\$0	\$0	\$384	\$0	\$57	\$442	\$499
Fowler, City of	RSTP	'18-10	FRE130065	LSTMP660	Adams Ave Rehab: Merced to Temperance	Adams Ave from Merced St to Temperance Ave; Pavement and pedestrian facility rehabilitation	\$0	\$61	\$852	\$0	\$0	\$0	\$8	\$914	\$922
Fowler, City of	RSTP	'18-10	FRE130065	LSTMP661	Manning Ave Rehab: SR99 NB On-ramp to City Limits	Manning Ave from SR99 Northbound On-ramp to Fowler East City Limits; Pavement and pedestrian facilities rehabilitation	\$0	\$77	\$847	\$0	\$0	\$0	\$10	\$924	\$934
Kerman, City of	RSTP	'18-00	FRE130065	LSTMP614	Kearney Blvd Rehab & Reconstruction: Madera to Vineland	Kearney Blvd from Madera Ave (SR145) to Vineland Ave; Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney.	\$0	\$58	\$632	\$0	\$0	\$0	\$89	\$691	\$780
Kerman, City of	RSTP	'18-10	FRE130065	LSTMP701	Vineland Rehabilitation from California to Kearney	Vineland Ave from California Ave to Kearney Blvd; pavement rehabilitation	\$0	\$0	\$48	\$0	\$554	\$0	\$78	\$602	\$680

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Kingsburg, City of	RSTP	'18-10	FRE130065	LSTMP656	Mehlert St Rehabilitation: 10th to 14th	Mehlert St from 10th Ave to 500' e/o 14th Ave, Rehabilitate pavement and pedestrian facilities	\$0	\$21	\$0	\$286	\$0	\$0	\$40	\$307	\$347
Kingsburg, City of	RSTP	'18-10	FRE130065	LSTMP707	Madsen Ave Rehabilitation: Sierra to Stroud	Madsen Ave from Sierra St to Stroud Ave; Pavement Rehabilitation	\$0	\$0	\$75	\$624	\$0	\$0	\$0	\$699	\$699
Orange Cove, City of	RSTP	'18-05	FRE130065	LSTMP519	Adams Avenue Reconstruction from Jacobs to 4th	Adams Ave from Jacobs Ave (Center St) to 4th St; Reconstruct/repave road with aggregate base and hot mix asphalt, replacement of existing damaged curb and gutter, miscellaneous concrete repairs, and construction of curb ramps where they are non-compliant	\$30	\$314	\$0	\$0	\$0	\$0	\$44	\$343	\$387
Parlier, City of	RSTP	'18-11	FRE130065	LSTMP658	Zediker Ave Rehab: Merced to Manning	Zediker Ave from Merced St to Manning Ave; Rehabilitation of existing asphalt concrete pavement	\$0	\$50	\$0	\$0	\$0	\$0	\$139	\$468	\$607
Sanger, City of	RSTP	'18-00	FRE130065	LSTMP615	Greenwood Ave Rehab: Jensen to Canal (Sanger)	In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping.	\$0	\$84	\$648	\$0	\$0	\$0	\$95	\$732	\$827
Sanger, City of	RSTP	'18-00	FRE130065	LSTMP622	Faller Ave Rehab: Church to Florence	Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping	\$0	\$47	\$410	\$0	\$0	\$0	\$62	\$457	\$519
Sanger, City of	RSTP	'18-10	FRE130065	LSTMP702	North Ave Rehabilitation: Academy to Faller	North Ave from Academy Ave to Faller Ave; Roadway rehabilitation to replace pavement	\$0	\$0	\$80	\$0	\$860	\$0	\$122	\$939	\$1,061
Sanger, City of	RSTP	'18-11	FRE130065	LSTMP705	O St Rehabilitation: 10th to North	O St from 10th St to 12th St: Rehabilitation to replace asphalt pavement O St from 12th St to North Ave: Pavement Grind and Overlay	\$0	\$0	\$89	\$0	\$0	\$0	\$120	\$924	\$1,044
TOTAL FRE130065 - PAVEMENT REHABILITATION - VARIOUS AGENCIES							\$30	\$770	\$4,186	\$1,538	\$2,534	\$0	\$1,925	\$10,310	\$12,235
Caltrans	SHOPP	'18-03	FRE130072	LSTMP672	Hwy 180 Emergency Roadway Repair Near Kings Canyon National Park	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road; import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway.	\$0	\$2,295	\$0	\$0	\$0	\$0	\$0	\$2,295	\$2,295
Caltrans	SHOPP	'18-09	FRE130072	LSTMP694	Hwy 168 near Huntington Lake Rd Slipout Repair	Highway 168 near Shaver Lake, from 0.4 mile west to 0.2 mile west of Huntington Lake Road. Repair slipout.	\$0	\$0	\$1,330	\$0	\$0	\$0	\$0	\$1,330	\$1,330
TOTAL FRE130072 - SHOPP EMERGENCY RESPONSE							\$0	\$2,295	\$1,330	\$0	\$0	\$0	\$0	\$3,625	\$3,625
Clovis, City of	CMAQ	'18-02	FRE150044	LSTMP530	Enterprise Canal Class I Trail / Pedestrian Bridge over SR168	Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168.	\$1,200	\$0	\$0	\$0	\$0	\$0	\$8,180	\$1,200	\$9,380
Clovis, City of	CMAQ	'18-06	FRE150044	LSTMP531	Sunnyside Ave Class II Bike Lane SB from Alluvial to SR168	Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. (TC)	\$16	\$112	\$0	\$0	\$0	\$0	\$0	\$128	\$128
Clovis, City of	CMAQ	'18-00	FRE150044	LSTMP532	Herndon and Temperance Intersection Class II Bike Lane Improvements	Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). (TC)	\$11	\$32	\$0	\$0	\$0	\$0	\$0	\$43	\$43
TOTAL FRE150044 - CLOVIS BIKE PED PROJECTS							\$1,227	\$144	\$0	\$0	\$0	\$0	\$8,180	\$1,371	\$9,551
Coalinga, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP673	Coalinga SRTS Sidewalk Gap Closure & Ped Improvements	Area bound by Sunset Street, Joaquin Street, Cambridge Avenue, and Polk Street; Installation of sidewalks, ADA curb ramps, bulb-outs, and crosswalks.	\$110	\$0	\$1,549	\$0	\$0	\$0	\$824	\$1,659	\$2,483

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Coalinga, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP725	Coalinga Perimeter Multi-Use Trail	North Coalinga from Coalinga Sports Complex east to a former rail line terminating downtown at First St. and between Elm and Forest Avenues (south); Construct 14'-wide bicycle/pedestrian trails to complete approximately 1.6 miles (8,300 linear feet) of Coalinga's perimeter trail and loop-and-spur network. (TC)	\$0	\$0	\$103	\$216	\$0	\$0	\$0	\$1,498	\$1,498
Fowler, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP674	Golden State Blvd Bike/Pedestrian Trail - Adams to Clayton	Westside of Golden State Blvd from Adams to Clayton; Construct a Class I Bike and Pedestrian path	\$0	\$0	\$0	\$242	\$0	\$0	\$27	\$242	\$269
Fresno County	ATP REGIONAL	'18-02	FRE150045	LSTMP510	Biola Sidewalk Project	G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. (TC)	\$145	\$493	\$0	\$0	\$0	\$0	\$0	\$638	\$638
Fresno County	ATP REGIONAL	'18-06	FRE150045	LSTMP675	Biola Community Sidewalks	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Install sidewalk, curb ramps, and curb and gutter.	\$0	\$0	\$0	\$245	\$0	\$0	\$1,119	\$245	\$1,364
Fresno County	ATP REGIONAL	'18-11	FRE150045	LSTMP722	West Park Pedestrian Pathway - Grove/Valentine	Grove Ave from Prospect to Valentine, and Valentine Ave from Grove Ave to North Ave; Install asphalt concrete pedestrian pathways and appropriate signage. (TC)	\$0	\$0	\$0	\$98	\$450	\$0	\$0	\$548	\$548
Fresno, City of	ATP REGIONAL	'18-00	FRE150045	LSTMP511	Cedar/Woodward Traffic Signal	Install traffic signal at the intersection of Cedar Ave and Woodward Ave	\$67	\$376	\$0	\$0	\$0	\$0	\$57	\$443	\$500
Fresno, City of	ATP REGIONAL	'18-05	FRE150045	LSTMP676	Midtown Fresno Trail: Shields Ave 'Last Mile' Gap Closure	W/B Shields Ave running east from Blackstone to Fresno; Close 0.5 mile gap in Midtown Class I trail by installing paved path, drought tolerant landscaping, irrigation, signage, striping.	\$0	\$0	\$611	\$0	\$0	\$0	\$887	\$611	\$1,498
Fresno, City of	ATP REGIONAL	'18-06	FRE150045	LSTMP677	BRT Corridor ATP Pedestrian Signal Intersection Improvements	Along 13.5 miles of BRT Corridor on Blackstone/Abby from Divisadero to Nees, and Kings Canyon/Ventura from Van Ness to Clovis at various locations; Upgrade intersections with accessible pedestrian signals and countdown head equipment.	\$0	\$0	\$148	\$1,004	\$0	\$0	\$295	\$1,152	\$1,447
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP721	Winchell Neighborhood Connection: Butler/8th & Orange/Lowe; Signals, Ped crossing, Sidewalks	Intersection of Butler Ave and 8th Ave, and intersection of Orange Ave and Lowe Ave, and various locations near both intersections; install traffic signals, pedestrian countdown equipment, sidewalks, curb rams, curb, gutter, signing, and striping.	\$0	\$0	\$87	\$31	\$0	\$0	\$143	\$1,108	\$1,251
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP723	Calwa Park Pathway to Play: Barton/Florence Sidewalks	Eastside of Barton Ave from Church to Florence, and Florence Ave from Barton to 105 ft w/o Jackson; Install sidewalk, curb ramps, curb and gutter.	\$0	\$0	\$96	\$0	\$0	\$0	\$73	\$288	\$361
Fresno, City of	ATP REGIONAL	'18-11	FRE150045	LSTMP724	Robinson Elementary Crossing Improvements	Intersection of Fresno St and Browning Ave; Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping.	\$0	\$0	\$80	\$0	\$0	\$0	\$76	\$584	\$660
Mendota, City of	ATP REGIONAL	'18-05	FRE150045	LSTMP678	Mendota Jr High SRTS	Intersection of 9th St and Belmont Ave; Install overhead flashing beacons, signage, push button on overhead flashing beacon poles, ADA compliant ramps and newly painted crosswalks. (TC)	\$0	\$0	\$158	\$0	\$0	\$0	\$0	\$158	\$158

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							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Parlier, City of	ATP REGIONAL	'18-04	FRE150045	LSTMP679	Parlier SRTS	At various locations in the school zone areas of S. Ben Benavidez, Matthew J. Brletic Cesare E Chavez, and John C. Martinez Elementaries, and Parlier Jr High; update signage and pavement markings, and install ADA-compliant curb ramps visually enhanced crosswalks. (TC)	\$0	\$0	\$182	\$0	\$0	\$0	\$0	\$182	\$182
TOTAL FRE150045 - ACTIVE TRANSPORTATION PROGRAM (ATP) REGIONAL PROJECTS							\$322	\$869	\$3,014	\$1,836	\$450	\$0	\$3,501	\$9,356	\$12,857
Fresno Area Express (FAX)		'18-00	FRE150053	LSTMP472	6 Para-transit Cutaway Buses	Purchase 6 para-transit cutaway buses and the related equipment	\$381	\$0	\$0	\$0	\$0	\$0	\$95	\$381	\$476
Fresno Area Express (FAX)		'18-01	FRE150053	LSTMP589	6 Paratransit Cutaway Buses	Purchase 6 paratransit cutaway buses and the related equipment	\$0	\$433	\$0	\$0	\$0	\$0	\$108	\$433	\$541
Fresno Area Express (FAX)		'18-03	FRE150053	LSTMP663	FAX Purchase Electric Buses for Fixed Route Transit Service	Purchase of electric buses for fixed-route transit service within the City of Fresno	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$9,000	\$9,000
Fresno Area Express (FAX)		'18-09	FRE150053	LSTMP688	3 Paratransit Cutaway Buses	Purchase 3 paratransit cutaway buses	\$0	\$0	\$257	\$0	\$0	\$0	\$64	\$257	\$321
Fresno County Economic Opportunities Commission		'18-01	FRE150053	LSTMP590	6 Starcraft Class C Buses	Purchase 6 Starcraft Class C Buses. (TC)	\$0	\$433	\$0	\$0	\$0	\$0	\$0	\$433	\$433
Fresno County Economic Opportunities Commission		'18-06	FRE150053	LSTMP689	Purchase 3 Buses	Purchase of 3, 20 passenger buses with ADA Equipment (TC)	\$0	\$0	\$257	\$0	\$0	\$0	\$0	\$257	\$257
United Cerebral Palsy of Central California		'18-01	FRE150053	LSTMP591	2 Starcraft Class C Buses and 6 Braun Entervans and related equipment	Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC)	\$0	\$410	\$0	\$0	\$0	\$0	\$0	\$410	\$410
United Cerebral Palsy of Central California		'18-09	FRE150053	LSTMP690	Purchase 4 Buses	Purchase of 4, 20 passenger buses (TC)	\$0	\$0	\$257	\$0	\$0	\$0	\$0	\$257	\$257
Westcare California		'18-01	FRE150053	LSTMP592	Class D Minivan - El Dorado Mobility Amerivan	Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC)	\$0	\$48	\$0	\$0	\$0	\$0	\$0	\$48	\$48
Westcare California		'18-06	FRE150053	LSTMP691	Van Purchase	Purchase of 1 van and minor equipment (TC)	\$0	\$0	\$57	\$0	\$0	\$0	\$0	\$57	\$57
TOTAL FRE150053 - BUS PURCHASES/FLEET EXPANSION							\$381	\$10,324	\$828	\$0	\$0	\$0	\$267	\$11,533	\$11,800
Sanger, City of	CMAQ	'18-00	FRE150059	LSTMP542	Bethel Ave Bicycle/Pedestrian Improvements Annadale to North	Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk.	\$93	\$278	\$0	\$0	\$0	\$0	\$69	\$371	\$440
Sanger, City of	CMAQ	'18-00	FRE150059	LSTMP547	Sanger Sidewalk Gap Closure Project	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations.	\$20	\$0	\$185	\$0	\$0	\$0	\$50	\$205	\$255
Sanger, City of	CMAQ	'18-01	FRE150059	LSTMP649	Faller Ave & Lincoln Park Sidewalks	Construct Sidewalks at the following locations: N/S of Cherry Ave from Park Ave to P St W/S of P St from Cherry Ave to 230 ft North of Cherry E/S of Park Ave from Cherry Ave to 180 ft North of Cherry E/S of Faller Ave from Edgar Ave to 750 ft South of Edgar S/S of Edgar Ave from Faller Ave to 240 ft East of Faller E/S of Faller Ave from I St to 470 ft South of I St Faller Ave from I St to 240 ft North of I St W/S of Faller Ave from Annadale to 140 ft South of Annadale	\$0	\$31	\$237	\$0	\$0	\$0	\$48	\$267	\$315

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Sanger, City of	CMAQ	'18-11	FRE150059	LSTMP729	Fowler Switch Canal Trail - Bethel/Church Bike Route Improvements	Bethel Ave from Jensen Ave to 480' n/o Florence Ave, and Church Ave from Indianola to Bethel Ave; Bike Lanes Fowler Switch Canal from Jensen Ave to Bethel Ave; Trail	\$0	\$0	\$0	\$99	\$190	\$0	\$406	\$809	\$1,215
TOTAL FRE150059 - SANGER BIKE PED PROJECTS							\$113	\$309	\$422	\$99	\$190	\$0	\$573	\$1,652	\$2,225
Fresno County	ATP STATEWIDE	'18-08	FRE170001	LSTMP514	Laton Sidewalk Project	In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits.	\$595	\$0	\$2,632	\$0	\$0	\$0	\$0	\$3,227	\$3,227
Fresno, City of	ATP STATEWIDE	'18-06	FRE170001	LSTMP681	Midtown Fresno Trail: McKinley Ave Gap Closure	E/B McKinley from Millbrook to Clovis along north bank of the Mill Ditch canal; Close a 3.5 mile gap in the Midtown Pedestrian trail by constructing paved path, lighting, benches, fencing, drought tolerant landscaping, irrigation, signage and striping.	\$0	\$0	\$1,556	\$0	\$0	\$0	\$1,935	\$1,556	\$3,491
Fresno, City of	ATP STATEWIDE	'18-05	FRE170001	LSTMP682	Midtown Fresno School Area Multimodal Interconnectivity Project	Install school crossing traffic signals, countdown heads and crosswalks near Anthony Elementary (Blackstone/Webster), Heaton Elementary (McKinley/San Pablo), and Muir Elementary (Dennett/Palm). Install sidewalk ramp at Glenn/Webster, and accessible pedestrian signal upgrades at McKinley/Van Ness.	\$0	\$0	\$144	\$1,097	\$0	\$0	\$160	\$1,241	\$1,401
Parlier, City of	ATP STATEWIDE	'18-00	FRE170001	LSTMP516	Manning Avenue Sidewalk Project	Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave	\$103	\$392	\$0	\$0	\$0	\$0	\$0	\$495	\$495
TOTAL FRE170001 - ACTIVE TRANSPORTATION PROGRAM (ATP) STATEWIDE PROJECTS							\$698	\$392	\$4,332	\$1,097	\$0	\$0	\$2,095	\$6,519	\$8,614
Fresno, City of	RSTP	'18-12	FRE170002	LSTMP712	Shaw Ave Streetlights - Cedar to Chestnut	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	\$0	\$0	\$0	\$120	\$0	\$0	\$0	\$954	\$954
TOTAL FRE170002 - FRESNO ITS							\$0	\$0	\$0	\$120	\$0	\$0	\$0	\$954	\$954
Kerman, City of	RSTP	'18-04	FRE170007	LSTMP518	Vineland Ave Widening from Whitesbridge Ave to 660' South	Vineland Ave from Whitesbridge Ave to 660' South of Whitesbridge; Widen roadway, install curb, gutter, sidewalk, other concrete improvements, and striping of bicycle and parking lanes.	\$118	\$0	\$0	\$223	\$0	\$0	\$44	\$341	\$385
TOTAL FRE170007 - NON CAPACITY WIDENING							\$118	\$0	\$0	\$223	\$0	\$0	\$44	\$341	\$385
Kerman, City of	RSTP	'18-12	FRE170009	LSTMP710	Kearney Blvd Rehabilitation from Park to Del Norte	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	\$0	\$0	\$0	\$40	\$229	\$0	\$295	\$269	\$564
TOTAL FRE170009 - KERMAN PAVEMENT REHABILITATION							\$0	\$0	\$0	\$40	\$229	\$0	\$295	\$269	\$564
Fresno Area Express (FAX)	RSTP	'18-00	FRE170010	LSTMP521	FAX Manchester Transit Center Rehabilitation	Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades.	\$1,689	\$0	\$0	\$0	\$0	\$0	\$311	\$1,689	\$2,000
TOTAL FRE170010 - FAX RECONSTRUCTION/RENOVATIONS							\$1,689	\$0	\$0	\$0	\$0	\$0	\$311	\$1,689	\$2,000

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Central Unified School District	CMAQ	'18-00	FRE170011	LSTMP524	Purchase one (1) CNG School Bus - Central Unified	Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus.	\$0	\$170	\$0	\$0	\$0	\$0	\$22	\$170	\$192
Kings Canyon Unified School District	CMAQ	'18-07	FRE170011	LSTMP646	Purchase 2 CNG School Buses - Kings Canyon 2018	Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$381	\$49	\$381	\$430
Sanger Unified School District	CMAQ	'18-07	FRE170011	LSTMP529	Purchase 2 CNG School Buses - Sanger Unified	Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$372	\$48	\$372	\$420
Sanger Unified School District	CMAQ	'18-07	FRE170011	LSTMP647	Purchase 2 CNG School Buses - Sanger Unified 2018	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$390	\$50	\$390	\$440
SouthWest Transportation Agency	CMAQ	'18-07	FRE170011	LSTMP648	Purchase 2 CNG School Buses - SouthWest 2018	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	\$0	\$0	\$0	\$0	\$0	\$425	\$55	\$425	\$480
TOTAL FRE170011 - CMAQ SCHOOL BUS REPLACEMENTS							\$0	\$170	\$0	\$0	\$0	\$1,568	\$224	\$1,738	\$1,962
Fresno, City of	CMAQ	'18-00	FRE170012	LSTMP538	Divisadero/Mariposa Traffic Signal	Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk.	\$62	\$0	\$490	\$0	\$0	\$0	\$71	\$551	\$622
TOTAL FRE170012 - FRESNO SAFETY IMPROVEMENTS - TRAFFIC SIGNALS							\$62	\$0	\$490	\$0	\$0	\$0	\$71	\$551	\$622
Parlier, City of	CMAQ	'18-10	FRE170014	LSTMP540	Manning Ave Sidewalk and Bike Lane from Academy to Mendocino	Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave.	\$39	\$558	\$0	\$0	\$0	\$0	\$77	\$596	\$673
TOTAL FRE170014 - PARLIER BIKE PED PROJECTS							\$39	\$558	\$0	\$0	\$0	\$0	\$77	\$596	\$673
Reedley, City of	CMAQ	'18-07	FRE170015	LSTMP541	East Ave Sidewalk from Lincoln Ave to August Ave	East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards.	\$82	\$16	\$378	\$0	\$0	\$0	\$62	\$476	\$538
Reedley, City of	CMAQ	'18-07	FRE170015	LSTMP621	Manning Ave Sidewalks: Frankwood to Reed	Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street.	\$0	\$30	\$177	\$0	\$197	\$0	\$52	\$404	\$456
TOTAL FRE170015 - REEDLEY BIKE PED PROJECTS							\$82	\$46	\$555	\$0	\$197	\$0	\$114	\$880	\$994
Kingsburg, City of	CMAQ	'18-00	FRE170020	LSTMP543	Madsen Ave Bike Trail from Stroud to Kamm	East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail	\$129	\$233	\$0	\$0	\$0	\$0	\$47	\$362	\$409
Kingsburg, City of	CMAQ	'18-10	FRE170020	LSTMP637	18th Ave Sidewalks from Sierra to Stroud	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	\$0	\$34	\$85	\$169	\$0	\$0	\$26	\$288	\$314
Kingsburg, City of	CMAQ	'18-11	FRE170020	LSTMP731	12th Ave Sidewalks: Stroud to Aslan	Eastside of 12th Ave from Stroud Ave to 143' s/o Aslan Way; Construct sidewalk (TC)	\$0	\$0	\$0	\$15	\$65	\$0	\$7	\$80	\$87
Kingsburg, City of	CMAQ	'18-11	FRE170020	LSTMP737	18th Ave Sidewalks from Stroud to Klepper	West-side of 18th Ave from Stroud Ave to Klepper St; Construct new sidewalks	\$0	\$0	\$0	\$19	\$120	\$0	\$18	\$140	\$158
TOTAL FRE170020 - KINGSBURG BIKE PED PROJECTS							\$129	\$267	\$85	\$203	\$185	\$0	\$98	\$870	\$968
Orange Cove, City of	CMAQ	'18-02	FRE170022	LSTMP548	D Street Sidewalk from 9th to Center	D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street.	\$10	\$0	\$66	\$0	\$0	\$0	\$10	\$76	\$86
TOTAL FRE170022 - ORANGE COVE BIKE PED PROJECTS							\$10	\$0	\$66	\$0	\$0	\$0	\$10	\$76	\$86
Parlier, City of	RSTP	'18-00	FRE170025	LSTMP554	Zediker Ave Reconstruction from Fresno to Merced	Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave.	\$21	\$189	\$0	\$0	\$0	\$0	\$45	\$209	\$254
TOTAL FRE170025 - PARLIER PAVEMENT REHABILITATION							\$21	\$189	\$0	\$0	\$0	\$0	\$45	\$209	\$254

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Selma, City of	RSTP	'18-10	FRE170026	LSTMP584	Selma Arterial Street Rehabilitation	McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe.	\$73	\$0	\$112	\$0	\$0	\$0	\$637	\$185	\$822
Selma, City of	RSTP	'18-04	FRE170026	LSTMP585	East Floral Ave Rehabilitation	East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Rehabilitation by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay	\$132	\$872	\$0	\$0	\$0	\$0	\$113	\$1,004	\$1,117
Selma, City of	RSTP	'18-10	FRE170026	LSTMP607	Nebraska Street Rehab/Widening	Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders.	\$45	\$0	\$543	\$0	\$0	\$0	\$0	\$588	\$588
Selma, City of	RSTP	'18-11	FRE170026	LSTMP657	Nebraska Ave Rehab: SR43 to Mitchell	Nebraska Ave from SR43 to Mitchell; Rehabilitation of roadway, including removing/reclaiming existing roadway and replacing with HMA overlay with paved shoulders	\$0	\$45	\$0	\$0	\$0	\$0	\$62	\$526	\$588
TOTAL FRE170026 - SELMA PAVEMENT REHABILITATION							\$250	\$917	\$655	\$0	\$0	\$0	\$812	\$2,303	\$3,115
Mendota, City of	RSTP	'18-04	FRE170028	LSTMP604	5th Street and Quince Street Rehabilitation	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	\$0	\$0	\$0	\$89	\$0	\$0	\$961	\$89	\$1,050
Mendota, City of	RSTP	'18-01	FRE170028	LSTMP605	Black and 5th Street Reconstruction	Reconstruct 5th Street from Oller (SR 180) to Quince St, and Black Ave from Rowe Ave to Sorensen Ave, including upgrades to curb, gutter, sidewalk, curb ramps, drive approaches, and alley approaches. (TC)	\$697	\$0	\$0	\$0	\$0	\$0	\$0	\$697	\$697
TOTAL FRE170028 - MENDOTA PAVEMENT REHABILITATION							\$697	\$0	\$0	\$89	\$0	\$0	\$961	\$786	\$1,747
Clovis, City of	CMAQ	'18-01	FRE190006	LSTMP631	Armstrong & Nees Traffic Signal	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	\$0	\$0	\$61	\$28	\$501	\$0	\$77	\$590	\$667
Clovis, City of	CMAQ	'18-01	FRE190006	LSTMP632	Shepherd & Peach Traffic Signal	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	\$0	\$0	\$59	\$49	\$473	\$0	\$75	\$581	\$656
Clovis, City of	CMAQ	'18-11	FRE190006	LSTMP742	Nees & Sunnyside Traffic Signal	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	\$0	\$0	\$0	\$0	\$0	\$0	\$1,391	\$0	\$1,391
Fresno County	CMAQ	'18-01	FRE190006	LSTMP623	Fowler and Olive Traffic Signal	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	\$512	\$60	\$0	\$0	\$1,509	\$0	\$846	\$2,080	\$2,926
Selma, City of	CMAQ	'18-11	FRE190006	LSTMP735	McCall & Dinuba Traffic Signal	At the intersection of McCall and Dinuba; Install traffic signal	\$0	\$0	\$0	\$105	\$93	\$749	\$0	\$947	\$947
TOTAL FRE190006 - SAFETY IMPROVEMENTS - TRAFFIC SIGNALS (VARIOUS AGENCIES)							\$512	\$60	\$120	\$182	\$2,576	\$749	\$2,389	\$4,198	\$6,587

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Caltrans		'18-01	FRE190007	LSTMP630	South Fresno Interchange Project	On Hwy 99 in Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Environmental engineering for Modifying interchanges. [PPNO6288 combines PA&ED for 3 interchange projects including FRE111355 (CTIPS 20300000756) and FRE111352 (CTIPS 20300000752)]	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
Fresno, City of		'18-02	FRE190007	LSTMP653	Engineering Studies for McKinley Widening - Hughes to Marks	McKinley Ave from Hughes Ave to Marks Ave; Widening - Engineering Studies for widening roadway, asphalt overlay, installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	\$0	\$204	\$0	\$0	\$0	\$0	\$0	\$204	\$204
TOTAL FRE190007 - ENGINEERING - VARIOUS AGENCIES							\$0	\$3,204	\$0	\$0	\$0	\$0	\$0	\$3,204	\$3,204
Coalinga, City of	CMAQ	'18-01	FRE190008	LSTMP633	West Coalinga Multi Use Trail	Monterey Ave between Lucille Ave and Cambridge Ave; Phase 1 of pedestrian and bicycle facilities	\$0	\$138	\$461	\$0	\$0	\$0	\$0	\$599	\$599
Coalinga, City of	CMAQ	'18-11	FRE190008	LSTMP654	Northwest Coalinga Multi-Use Trail - Segments 1, 2, 13 and 14	Phelps Ave from Posa Chanet to Gregory Way (Segment 1 East), Southside of Los Gatos Creek From Elm Ave to former railroad corridor (Segment 2), Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	\$0	\$0	\$0	\$192	\$304	\$0	\$149	\$1,148	\$1,297
Firebaugh, City of	CMAQ	'18-01	FRE190008	LSTMP635	Poso Canal Pedestrian Bridge & Maldonado Park Entrance	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St: Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot. (TC)	\$0	\$73	\$0	\$443	\$0	\$0	\$0	\$516	\$516
Fowler, City of	CMAQ	'18-05	FRE190008	LSTMP636	S. Fowler Ave Sidewalks	Westside of S. Fowler Ave between South Ave and Fresno St; Construct sidewalks (TC)	\$0	\$26	\$0	\$132	\$0	\$0	\$0	\$158	\$158
Huron, City of	CMAQ	'18-11	FRE190008	LSTMP719	Lassen Ave Pedestrian Hybrid Beacons	Lassen Ave at Myrtle Street and Huron Ave; Pedestrian Hybrid Beacons and southside bulbouts	\$0	\$0	\$0	\$79	\$0	\$0	\$0	\$662	\$662
Reedley, City of	CMAQ	'18-07	FRE190008	LSTMP687	Reed Ave Sidewalks from I to 8th	Westside of Reed Ave; I St to 8th St: Install sidewalks.	\$0	\$0	\$50	\$0	\$108	\$0	\$20	\$157	\$177
San Joaquin, City of	CMAQ	'18-01	FRE190008	LSTMP639	San Joaquin Sidewalks and Bicycle Facilities	Main St at various locations between Manning Ave and California Ave; construct sidewalks At San Joaquin Elementary School San Joaquin Sports Park, and on Main St between Colorado and Nevada Avenues; construct bicycle parking facilities (TC)	\$0	\$63	\$0	\$361	\$0	\$0	\$0	\$424	\$424
TOTAL FRE190008 - BIKE PED PROJECTS - VARIOUS AGENCIES							\$0	\$300	\$511	\$1,207	\$412	\$0	\$169	\$3,664	\$3,833
Fresno Area Express (FAX)	CMAQ	'18-01	FRE190009	LSTMP634	Southwest Fresno Service Expansion - Route 38	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	\$0	\$0	\$757	\$793	\$817	\$0	\$307	\$2,367	\$2,674
Fresno Area Express (FAX)	CMAQ	'18-11	FRE190009	LSTMP726	Southwest Fresno Route 29	Southwest Fresno transit service expansion on Route No. 29; to include three years of operating support. Expanded route to begin at Courthouse Park and end near intersection of S. Orange Ave and E. Central Ave.	\$0	\$0	\$0	\$472	\$945	\$472	\$367	\$2,834	\$3,201
TOTAL FRE190009 - TRANSIT AGENCY OPERATING ASSISTANCE							\$0	\$0	\$757	\$1,265	\$1,762	\$472	\$674	\$5,201	\$5,875

GROUPED PROJECT LISTING
2019 FTIP AMENDMENT NO. 12, UPDATED 10/6/2020
DOLLARS IN \$1,000

AGENCY	PROJECT CATEGORY	FTIP	PROJECT ID #	GROUPED LIST PROJECT #	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUNDS						TOTAL LOCAL	TOTAL FED	TOTAL COST
							PRIOR	FY18/19	FY19/20	FY20/21	FY21/22	FUTURE			
Coalinga, City of	CMAQ	'18-11	FRE190011	LSTMP733	Coalinga Dirt Alley Paving - Phase 2	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways.	\$0	\$0	\$0	\$0	\$181	\$0	\$0	\$770	\$770
Firebaugh, City of	CMAQ	'18-11	FRE190011	LSTMP730	Firebaugh Alley Paving 2020 - Various Locations	Saipan Alley from Saipan Ave to 15th St, Soars Alley between from 8th St to 7th St, and Beehive Alley from Saipan Ave to Corregidor Ave; Pave unpaved alley ways.	\$0	\$0	\$0	\$71	\$0	\$0	\$0	\$523	\$523
Firebaugh, City of	CMAQ	'18-11	FRE190011	LSTMP734	J & 10th Street Improvements	J St from 450' NW of Nees Ave to 10th St, and 600' 10th St from J St to End (560'); construct a paved roadway surface over the unpaved travel lane	\$0	\$0	\$0	\$63	\$0	\$0	\$0	\$547	\$547
Huron, City of	CMAQ	'18-11	FRE190011	LSTMP738	Huron Alley Paving 2020 - Various Locations	Alley 1 between 11th and 12th Streets from Lassen Ave (SR269) to M St, Alley #2 between 10th and 11th Streets from Lassen Ave (SR269) to L St, and Alley #3 between Myrtle St and Apple Ave from parking lot w/o Lassen Ave (SR269) to Orange St; Pave unpaved dirt alley ways.	\$0	\$0	\$0	\$64	\$537	\$0	\$0	\$602	\$602
Parlier, City of	CMAQ	'18-01	FRE190011	LSTMP638	Chavez Elementary Alley Paving	Alley South of Chavez Elementary School between J St and H St; Alley paving and valley gutter installation (TC)	\$0	\$0	\$28	\$223	\$0	\$0	\$0	\$251	\$251
Orange Cove, City of	CMAQ	'18-11	FRE190011	LSTMP739	Orange Cove Alley Paving 2020 - Various Locations	4 Allies north of Park Blvd, between 8th St and Center St, between 6th St and 5th St, between 5th St and 4th St, and between 4th St and 3rd St; Pave unpaved dirt alley ways.	\$0	\$0	\$0	\$45	\$374	\$0	\$54	\$418	\$472
Reedley, City of	CMAQ	'18-11	FRE190011	LSTMP732	Reedley Alley Paving 2020 - Various Locations	Nine various alleys between North, G, East, Duff, Columbia, Ponderosa, and Cypress; Pave dirt alley ways.	\$0	\$0	\$0	\$71	\$636	\$0	\$92	\$707	\$799
San Joaquin, City of	CMAQ	'18-11	FRE190011	LSTMP728	Sutter Ave Paving Improvements: Railroad to Manning	Sutter Ave from Railroad St to Manning Ave; construct a paved roadway surface over the unpaved travel lane	\$0	\$0	\$0	\$49	\$0	\$0	\$0	\$720	\$720
Selma, City of	CMAQ	'18-10	FRE190011	LSTMP642	Selma Alley Paving 2018 - Various Locations	Alley between Chestnut/Floral from Logan to w/o McCall, Alley between Lee/McCall from Floral to Chestnut, and Alley between Shaft/Cleveland from Rose to Arrants; Pave unpaved alley ways. Install storm drain lines, inlets and Storm Drain Manholes as required to ensure proper drainage of alleyways.	\$0	\$44	\$349	\$0	\$0	\$0	\$0	\$392	\$392
TOTAL FRE190011 - PAVEMENT REHAB - ALLEY PAVING (VARIOUS AGENCIES)							\$0	\$44	\$377	\$586	\$1,728	\$0	\$146	\$4,930	\$5,076
Clovis, City of	Various	'18-12	FRE190021	LSTMP743	DeWolf & Owens Mountain Roundabout	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	\$0	\$0	\$0	\$0	\$111	\$745	\$117	\$900	\$1,017
TOTAL FRE190021 - INTERSECTION CHANNELIZATION (VARIOUS AGENCIES)							\$0	\$0	\$0	\$0	\$111	\$745	\$117	\$900	\$1,017

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Caltrans

FRE071010 VIRTUAL LUMP SUM							AMENDMENT: 18-12			
Project Title:FRE071010 - Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover Sys: Rt: TCM: Model #: CI:N Exempt Category: Safety - Railroad/highway crossing.										
			Cost Difference: \$1,289,000		Est Total Cost:		Open to Traffic:			
Phase		PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL	
TOTAL		\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000	
SHOPP - Collision Reduction - SHOPP Advance Construction (AC)		CON	\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000
TOTAL PE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL RW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL CON		\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000	
TOTAL TOTAL		\$7,190,000	\$8,227,000	\$5,200,000	\$8,661,000	\$9,169,000	\$34,576,000	\$7,980,000	\$81,003,000	

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Caltrans

FRE190022							AMENDMENT: 18-12		
Project Title:West Ave Maintenance Station Recon Project Description: In the city Fresno, at the West Ave Maintenance Station at 1283 North West Ave. Demolish two existing buildings and construct two new structures.									
Sys: Local	Rt:	TCM: No	Model #:	CI:N	Exempt Category: Other - Transportation enhancement activities.				
				Cost Difference: \$16,370,000		Est Total Cost: \$16,370,000		Open to Traffic:	
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
Othr. State - State Cash		PE				\$420,000	\$1,800,000	\$0	\$2,220,000
		RW					\$40,000	\$10,000	\$50,000
		CON						\$14,100,000	\$14,100,000
		TOTAL				\$420,000	\$1,840,000	\$14,110,000	\$16,370,000
		TOTAL PE	\$0	\$0	\$0	\$420,000	\$1,800,000	\$0 \$0	\$2,220,000
		TOTAL RW	\$0	\$0	\$0	\$0	\$40,000	\$0 \$10,000	\$50,000
		TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$0 \$14,100,000	\$14,100,000
		TOTAL TOTAL				\$420,000	\$1,840,000	\$14,110,000	\$16,370,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Clovis, City of

FRE111373							AMENDMENT: 18-12		
Project Title:Replace Bridge #42C0494-N Leonard Ave. over Enterprise Canal, 0.16 MI South of Bullard Project Description: Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.							CALTRANS_FED_ID:5208 (122), CTIPS_ID:20300000774		
Sys: Local	Rt:	TCM: No	Model #: 331	Cl:Y	Exempt Category: Non-Exempt				
				Cost Difference: \$0		Est Total Cost: \$1,467,000		Open to Traffic: 2022	
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL
Highway Bridge Program - State - Bridge - State (HBRR)		PE	\$169,978					\$0	\$169,978
		RW	\$177,060					\$0	\$177,060
		CON						\$951,697	\$951,697
		TOTAL	\$347,038					\$951,697	\$1,298,735
Loc Funds - Agency		PE	\$22,022						\$22,022
		RW	\$22,940						\$22,940
		CON				\$123,303			\$123,303
		TOTAL	\$44,962			\$123,303			\$168,265
Loc Funds - Local Transportation Funds - Advance Construction		PE						\$0	
		RW						\$0	
		CON				\$951,697		\$-951,697	
		TOTAL				\$951,697		\$-951,697	
		TOTAL PE	\$192,000	\$0	\$0	\$0	\$0	\$0	\$192,000
		TOTAL RW	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
		TOTAL CON	\$0	\$0	\$0	\$1,075,000	\$0	\$0	\$1,075,000
		TOTAL TOTAL	\$392,000			\$1,075,000		\$0	\$1,467,000

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno County

FRE150057							AMENDMENT: 18-12			
Project Title:Millerton Road Widening - Friant to Marina Project Description: Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD							CTIPS_ID:500399, RTP Number:500399, STATE PROJECT ID:0616000166L			
Sys: Local Rt: TCM: No Model #: 549 CI:Y Exempt Category: Non-Exempt										
					Cost Difference: \$0		Est Total Cost: \$28,265,897		Open to Traffic: 2030	
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
Loc Funds - Agency		PE	\$2,606,072							\$2,606,072
		RW		\$12,000,000						\$12,000,000
		CON						\$13,500,000		\$13,500,000
		TOTAL	\$2,606,072	\$12,000,000				\$13,500,000		\$28,106,072
RSTP - STP Regional		PE	\$46,868							\$46,868
		RW								
		CON								
		TOTAL	\$46,868							\$46,868
		TOTAL PE	\$2,652,940	\$0	\$0	\$0	\$0	\$0	\$0	\$2,652,940
		TOTAL RW	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000
		TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$13,500,000	\$0	\$13,500,000
		TOTAL TOTAL	\$2,652,940	\$12,000,000				\$13,500,000		\$28,152,940

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE092610 VIRTUAL LUMP SUM							AMENDMENT: 18-12			
Project Title:FRE092610 - Grouped Projects for Safety Improvements-Fresno (Signal Installation)										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover										
Sys: Rt: TCM: Model #: CI:N Exempt Category: Other - Intersection signalization projects.										
			Cost Difference: \$-686,900		Est Total Cost:		Open to Traffic:			
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
		TOTAL	\$69,800	\$553,900						\$623,700
RSTP - STP Lifeline		CON	\$69,800	\$553,900						\$623,700
		TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL CON	\$69,800	\$553,900	\$0	\$0	\$0	\$0	\$0	\$623,700
		TOTAL TOTAL	\$69,800	\$553,900						\$623,700

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE170002 VIRTUAL LUMP SUM							AMENDMENT: 18-12		
Project Title:FRE170002 - Grouped Projects for Safety Improvements - RSTP Fresno (ITS) Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, Safer non-Federal-aid system road, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullover Sys: Rt: TCM: Model #: CI:N Exempt Category: Various									
			Cost Difference: \$-1,924,400		Est Total Cost:		Open to Traffic:		
Phase		PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
TOTAL			\$120,200				\$834,000		\$954,200
RSTP - STP Lifeline		CON	\$120,200				\$834,000		\$954,200
TOTAL PE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL RW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL CON		\$0	\$0	\$0	\$120,200	\$0	\$834,000	\$0	\$954,200
TOTAL TOTAL			\$120,200				\$834,000		\$954,200

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190015							AMENDMENT: 18-12		
Project Title:Central Ave Widening - Cedar to Orange							CTIPS_ID:20300000958		
Project Description: Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk.									
Toll Cred Comment: TOLL CREDITS OF \$343,148 WILL BE USED TO MATCH FY23 FEDERAL FUNDS FOR THE CONSTRUCTION PHASE, TOLL CREDITS OF \$27,173 WILL BE USED TO MATCH FY21 FEDERAL FUNDS FOR THE PRELIMINARY ENGINEERING PHASE, TOLL CREDITS OF \$12,720 WILL BE USED TO MATCH FY22 FEDERAL FUNDS FOR THE ROW PHASE									
Sys: Local Rt: TCM: No Model #: Cl:Y Exempt Category: Non-Exempt									
			Cost Difference: \$0		Est Total Cost: \$3,339,500		Open to Traffic: 2023		
Phase		PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
RSTP - STP Lifeline		PE			\$236,900				\$236,900
		RW			\$110,900				\$110,900
		CON					\$2,991,700		\$2,991,700
		TOTAL			\$236,900	\$110,900	\$2,991,700		\$3,339,500
TOTAL PE		\$0	\$0	\$0	\$236,900	\$0	\$0	\$0	\$236,900
TOTAL RW		\$0	\$0	\$0	\$0	\$110,900	\$0	\$0	\$110,900
TOTAL CON		\$0	\$0	\$0	\$0	\$0	\$2,991,700	\$0	\$2,991,700
TOTAL TOTAL					\$236,900	\$110,900	\$2,991,700		\$3,339,500

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190018							AMENDMENT: 18-12			
Project Title:McKinley & Blythe Complete Streets										
Project Description: McKinley Ave and Blythe Ave: traffic signal, left turn pockets										
McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter,storm drain, streetlights, signing and striping.										
Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk										
Sys: Local Rt: TCM: No Model #: CI:N Exempt Category: Air Quality - Bicycle and pedestrian facilities.										
			Cost Difference: \$2,087,700			Est Total Cost: \$2,087,700		Open to Traffic:		
		Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL
CMAQ - Congestion Mitigation Lifeline		PE				\$84,400		\$0		\$84,400
		RW					\$265,000	\$0		\$265,000
		CON						\$1,090,900		\$1,090,900
		TOTAL				\$84,400	\$265,000	\$1,090,900		\$1,440,300
Loc Funds - City Funds		PE				\$36,900		\$0		\$36,900
		RW					\$116,000	\$0		\$116,000
		CON						\$494,500		\$494,500
		TOTAL				\$36,900	\$116,000	\$494,500		\$647,400
TOTAL PE		\$0	\$0	\$0	\$121,300	\$0		\$0	\$0	\$121,300
TOTAL RW		\$0	\$0	\$0	\$0	\$381,000		\$0	\$0	\$381,000
TOTAL CON		\$0	\$0	\$0	\$0	\$0		\$0	\$1,585,400	\$1,585,400
TOTAL TOTAL					\$121,300	\$381,000		\$1,585,400		\$2,087,700

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190019					AMENDMENT: 18-12							
Project Title:Ashlan Ave EB Widen: Polk to Cornelia Project Description: Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.												
Sys: Local	Rt:	TCM: No	Model #:	CI:Y	Exempt Category: Non-Exempt							
				Cost Difference: \$3,312,500		Est Total Cost: \$3,312,500		Open to Traffic: 2023				
				Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL	
Loc Funds - City Funds				PE		\$353,600					\$353,600	
				RW		\$267,500					\$267,500	
				CON						\$541,500	\$541,500	
				TOTAL		\$621,100				\$541,500	\$1,162,600	
RSTP - STP Lifeline				PE								
				RW		\$710,800					\$710,800	
				CON						\$1,439,100	\$1,439,100	
				TOTAL		\$710,800				\$1,439,100	\$2,149,900	
				TOTAL PE	\$0	\$0	\$0	\$353,600	\$0	\$0	\$0	\$353,600
				TOTAL RW	\$0	\$0	\$0	\$978,300	\$0	\$0	\$0	\$978,300
				TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$1,980,600	\$0	\$1,980,600
				TOTAL TOTAL				\$1,331,900		\$1,980,600		\$3,312,500

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Fresno, City of

FRE190020					AMENDMENT: 18-12								
Project Title:Cedar Ave Complete Streets: Church to Jensen Project Description: Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops													
Sys: Local		Rt:	TCM: No	Model #:	CI:N	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.							
					Cost Difference: \$1,876,800		Est Total Cost: \$1,876,800		Open to Traffic:				
				Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL	
Loc Funds - County Funds				PE						\$17,100	\$0	\$17,100	
				RW							\$1,300	\$0	\$1,300
				CON							\$196,800		\$196,800
				TOTAL						\$17,100	\$1,300	\$196,800	\$215,200
RSTP - STP Regional				PE						\$132,100	\$0		\$132,100
				RW							\$10,300	\$0	\$10,300
				CON							\$1,519,200		\$1,519,200
				TOTAL						\$132,100	\$10,300	\$1,519,200	\$1,661,600
				TOTAL PE	\$0	\$0	\$0	\$0	\$149,200	\$0	\$0		\$149,200
				TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$11,600	\$0		\$11,600
				TOTAL CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,716,000		\$1,716,000
				TOTAL TOTAL					\$149,200	\$11,600	\$1,716,000		\$1,876,800

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Kerman, City of

FRE170009 VIRTUAL LUMP SUM						AMENDMENT: 18-12			
Project Title:FRE170009 - Grouped Projects for Pavement Resurfacing and/or Rehabilitation (Kerman)									
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 Categories-Pavement Resurfacing									
Sys:	Rt:	TCM:	Model #:	CI:N	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.				
				Cost Difference: \$15,000		Est Total Cost:		Open to Traffic:	

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Various Agencies

FRE070701						VIRTUAL LUMP SUM				AMENDMENT: 18-12			
Project Title:FRE070701 - Grouped Projects for Railroad/Highway Crossing													
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories-railroad/highway crossing													
Sys:		Rt:	TCM:	Model #:	CI:N	Exempt Category: Safety - Railroad/highway crossing.							
					Cost Difference: \$-1,494,750			Est Total Cost:			Open to Traffic:		
				Phase	PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND		TOTAL	
				TOTAL		\$829,800		\$1,936,200				\$2,766,000	
Local Rail - STP Railroad Local				CON		\$829,800		\$1,936,200				\$2,766,000	
				TOTAL PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				TOTAL RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				TOTAL CON	\$0	\$0	\$829,800	\$1,936,200	\$0	\$0	\$0	\$2,766,000	
				TOTAL TOTAL		\$829,800		\$1,936,200				\$2,766,000	

**Fresno Council of Governments
2019 Federal Transportation Improvement Program
Fresno County Region**

Lead Agency: Various Agencies

FRE190021 VIRTUAL LUMP SUM						AMENDMENT: 18-12					
Project Title:FRE190021 - Grouped Projects for Intersection Channelization Projects Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories- Intersection channelization projects at individual intersections											
Sys:	Rt:	TCM:	Model #:	CI:N	Exempt Category: Other - Intersection channelization projects.						
				Cost Difference: \$1,017,000		Est Total Cost:		Open to Traffic:			
Phase				PRIOR	18/19	19/20	20/21	21/22	22/23 BEYOND	TOTAL	
TOTAL								\$110,662	\$44,265	\$745,423	\$900,350
CMAQ - Congestion Mitigation Regional				CON				\$110,662	\$44,265	\$745,423	\$900,350
TOTAL								\$14,338	\$5,735	\$96,577	\$116,650
Loc Funds - City Funds				CON				\$14,338	\$5,735	\$96,577	\$116,650
TOTAL PE				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL RW				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL CON				\$0	\$0	\$0	\$0	\$125,000	\$50,000	\$842,000	\$1,017,000
TOTAL TOTAL								\$125,000	\$50,000	\$842,000	\$1,017,000

ATTACHMENT 2
UPDATED FINANCIAL PLAN

TABLE 1: REVENUE

FRESNO COUNCIL OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 18-12
(\$'s in 1,000)

Funding Source		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$4,884	\$4,257	\$16,381	\$16,389	\$3,237	\$5,467	\$22,524	\$22,735	\$48,848	
	County General Funds	\$1,066	\$1,066	\$724	\$799	\$1,305	\$2,129	\$5,916	\$5,933	\$9,927	
	City General Funds	\$1,713	\$1,086	\$10,041	\$9,974	\$1,529	\$3,106	\$11,249	\$11,473	\$25,639	
	Street Taxes and Developer Fees	\$2,105	\$2,105	\$5,616	\$5,616	\$403	\$232	\$5,359	\$5,329	\$13,282	
	RSTP Exchange funds										
	Transit										
Transit Fares											
Other (See Appendix 1)	\$19,803	\$19,803	\$29,623	\$26,561	\$26,019	\$30,070	\$1,730	\$2,399	\$78,833		
Local Total	\$24,687	\$24,060	\$46,004	\$42,950	\$29,256	\$35,537	\$24,254	\$25,134	\$127,681		
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax	\$49,712	\$47,890	\$22,433	\$22,433	\$550	\$28,159	\$36,785	\$15,932	\$114,414	
	Other (See Appendix 2)			\$30,021	\$30,021					\$30,021	
	Regional Total	\$49,712	\$47,890	\$52,454	\$52,454	\$550	\$28,159	\$36,785	\$15,932	\$144,435	
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$111,176	\$111,176	\$46,025	\$48,425	\$43,707	\$54,982	\$67,050	\$57,369	\$271,952	
	SHOPP	\$110,311	\$110,311	\$44,267	\$46,667	\$43,707	\$54,982	\$67,050	\$57,369	\$269,329	
	SHOPP Prior										
	State Minor Program	\$865	\$865	\$1,758	\$1,758					\$2,623	
	State Transportation Improvement Program (STIP) ¹	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514	
	STIP	\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514	
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program (ATP) ¹	\$1,262	\$1,262	\$6,468	\$5,431	\$2,550	\$2,588		\$450	\$9,731	
	Highway Maintenance (HM) Program ¹										
	Highway Bridges Program (HBP) ¹	\$10,045	\$10,045	\$5,623	\$8,738	\$5,417	\$4,160	\$5,833	\$6,201	\$29,144	
	Road Repair and Accountability Act of 2017 (SB1)				\$1,365		\$345			\$1,710	
	Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)	\$9,000	\$9,000	\$29,881	\$29,881					\$38,881		
State Total	\$139,483	\$139,483	\$107,613	\$113,456	\$56,773	\$67,574	\$96,292	\$64,419	\$384,932		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$13,450	\$13,450	\$11,850	\$11,850	\$12,050	\$12,050			\$37,350	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$1,323	\$1,323	\$829	\$829					\$2,152	
	5311 - Formula Grants for Rural Areas	\$1,580	\$1,580	\$1,790	\$1,790					\$3,370	
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants	\$2,745	\$2,745	\$5,795	\$5,795					\$8,540	
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
	Federal Transit Total	\$19,098	\$19,098	\$20,264	\$20,264	\$12,050	\$12,050			\$51,412	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$12,766	\$12,766	\$12,990	\$12,990	\$12,985	\$17,985	\$12,980	\$18,980	\$62,721
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)					\$2,438	\$2,774	\$3,435	\$4,097	\$6,871	
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo	\$1,940	\$1,940							\$1,940	
	Highway Safety Improvement Program (HSIP)	\$3,331	\$3,331	\$388	\$388	\$338	\$338	\$1,222	\$1,222	\$5,279	
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$12,839	\$12,839	\$13,252	\$13,338	\$13,247	\$13,247	\$13,242	\$13,242	\$52,666	
	Other (see Appendix 5)	\$181	\$181							\$181	
	Federal Highway Total	\$31,057	\$31,057	\$26,630	\$26,716	\$29,008	\$34,344	\$30,879	\$37,541	\$129,658	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
	Federal Total	\$50,155	\$50,155	\$46,894	\$46,980	\$41,058	\$46,394	\$30,879	\$37,541	\$181,070	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			\$264,037	\$261,588	\$252,965	\$255,840	\$127,637	\$177,664	\$188,210	\$143,026	\$838,118

Financial Summary Notes:

¹ State Programs that include both state and federal funds² CMAQ revenues include \$5 Million SACOG CMAQ apportionment repayment in FY2021, and \$6 Million in FY2022

TABLE 1: REVENUE - APPENDICES

FRESNO COUNCIL OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 18-12
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Local Funds - Local Transportation Funds	\$3,641	\$3,641	\$3,990	\$4,002	\$277	\$301	\$508	\$588	\$8,532
Measure C/Local	\$3,975	\$3,975	\$11,833	\$11,667	\$338	\$406	\$1,197	\$1,786	\$17,834
Local Funds - Agency	\$7,821	\$7,821	\$7,251	\$7,019	\$25,404	\$25,736	\$25	\$25	\$40,601
Local Funds - Private Funds (Transit Fares)	\$648	\$648	\$648	\$648					\$1,296
Local Funds - Local Transportation Funds - Advance Construction	\$3,718	\$3,718	\$5,901	\$3,225		\$3,627			\$10,570
Local Other Total	\$19,803	\$19,803	\$29,623	\$26,561	\$26,019	\$30,070	\$1,730	\$2,399	\$78,833

Appendix 2 - Regional Other

Regional Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
RTMF (Regional Transportation Mitigation Fee)			\$30,021	\$30,021					\$30,021
Regional Other Total			\$30,021	\$30,021					\$30,021

Appendix 3 - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Other State - State Cash			\$27,708	\$27,708					\$27,708
Other State - State Local Partnership (SLPP)			\$2,173	\$2,173					\$2,173
Other State - Transit (TIRCP)	\$9,000	\$9,000							\$9,000
State Other Total	\$9,000	\$9,000	\$29,881	\$29,881					\$38,881

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Disc. - Earmark Repurposing (EARREPU)	\$181	\$181							\$181
Federal Highway Other Total	\$181	\$181							\$181

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

FRESNO COUNCIL OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 18-12
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	Prior No. 18-09	Current No. 18-12	
LOCAL	Local Total		\$24,687	\$24,060	\$46,004	\$39,232	\$25,538	\$35,537	\$24,254	\$25,134	\$123,963
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax		\$49,712	\$47,890	\$22,433	\$22,433	\$550	\$28,159	\$36,785	\$15,932	\$114,414
	Other (See Appendix A)				\$30,021	\$30,021					\$30,021
	Regional Total		\$49,712	\$47,890	\$52,454	\$52,454	\$550	\$28,159	\$36,785	\$15,932	\$144,435
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$111,176	\$111,176	\$46,025	\$48,425	\$43,707	\$54,982	\$67,050	\$57,369	\$271,952
	SHOPP		\$110,311	\$110,311	\$44,267	\$46,667	\$43,707	\$54,982	\$67,050	\$57,369	\$269,329
	SHOPP Prior										
	State Minor Program		\$865	\$865	\$1,758	\$1,758					\$2,623
	State Transportation Improvement Program (STIP) ¹		\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514
	STIP		\$8,000	\$8,000	\$19,616	\$19,616	\$5,099	\$5,499	\$23,409	\$399	\$33,514
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$1,262	\$1,262	\$6,468	\$5,431	\$2,550	\$2,588		\$450	\$9,731
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹		\$10,045	\$10,045	\$5,623	\$8,738	\$5,417	\$4,160	\$5,833	\$6,201	\$29,144
	Road Repair and Accountability Act of 2017 (SB1)					\$1,365		\$345			\$1,710
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)		\$9,000	\$9,000	\$29,881	\$29,881					\$38,881
	State Total		\$139,483	\$139,483	\$107,613	\$113,456	\$56,773	\$67,574	\$96,292	\$64,419	\$384,932
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$13,450	\$13,450	\$11,850	\$11,850	\$12,050	\$12,050			\$37,350
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$1,323	\$1,323	\$829	\$829					\$2,152
	5311 - Formula Grants for Rural Areas		\$1,580	\$1,580	\$1,790	\$1,790					\$3,370
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$2,745	\$2,745	\$5,795	\$5,795					\$8,540
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
		Federal Transit Total		\$19,098	\$19,098	\$20,264	\$20,264	\$12,050	\$12,050		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$10,239	\$10,239	\$12,986	\$12,546	\$12,823	\$16,732	\$12,675	\$16,853	\$56,370
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)						\$2,438	\$2,774	\$3,435	\$4,097	\$6,871
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo		\$1,940	\$1,940							\$1,940
	Highway Safety Improvement Program (HSIP)		\$3,331	\$3,331	\$388	\$388	\$338	\$338	\$1,222	\$1,222	\$5,279
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,797	\$12,696	\$12,563	\$13,124	\$13,171	\$13,132	\$13,169	\$12,905	\$51,857
Other (see Appendix D)		\$181	\$181							\$181	
	Federal Highway Total		\$28,488	\$28,387	\$25,937	\$26,058	\$28,770	\$32,976	\$30,501	\$35,077	\$122,498
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$47,586	\$47,485	\$46,201	\$46,322	\$40,820	\$45,026	\$30,501	\$35,077	\$173,910
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$261,468	\$258,918	\$252,272	\$251,464	\$123,681	\$176,296	\$187,832	\$140,562	\$827,240

MPO Financial Summary Notes:¹ State Programs that include both state and federal funds.

FRESNO COUNCIL OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 18-12
(\$'s in 1,000)

Regional Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
RTMF (Regional Transportation Mitigation Fee)			\$30,021	\$30,021					\$30,021
Regional Other Total			\$30,021	\$30,021					\$30,021

Appendix B - State Other									
State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Other State - State Cash			\$27,708	\$27,708					\$27,708
Other State - State Local Partnership (SLPP)			\$2,173	\$2,173					\$2,173
Other State - Transit (TIRCP)	\$9,000	\$9,000							\$9,000
State Other Total	\$9,000	\$9,000	\$29,881	\$29,881					\$38,881

[illegible]

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Disc. - Earmark Repurposing (EARREPU)	\$181	\$181							\$181
Federal Highway Other Total	\$181	\$181							\$181

[illegible][illegible]

TABLE 3: REVENUE-PROGRAMMED

FRESNO COUNCIL OF GOVERNMENTS
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 18-12
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 18-09	No. 18-12	No. 18-09	No. 18-12	No. 18-09	No. 18-12	No. 18-09	No. 18-12	
LOCAL	Local Total				\$3,718	\$3,718				\$3,718
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Road Repair and Accountability Act of 2017 (SB1)									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,527	\$2,527	\$4	\$444	\$162	\$1,253	\$305	\$2,127	\$6,351
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)									
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	National Highway Freight Program (NHFP)									
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)									
	Railway-Highway Crossings Program									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
Surface Transportation Block Grant Program (STBGP/RSTP)	\$42	\$143	\$689	\$214	\$76	\$115	\$73	\$337	\$809	
Other										
	Federal Highway Total	\$2,569	\$2,670	\$693	\$658	\$238	\$1,368	\$378	\$2,464	\$7,160
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$2,569	\$2,670	\$693	\$658	\$238	\$1,368	\$378	\$2,464	\$7,160
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$2,569	\$2,670	\$693	\$4,376	\$3,956	\$1,368	\$378	\$2,464	\$10,878

ATTACHMENT 3

2018 RTP AMENDMENT NO. 3

CHANGE SUMMARY AND PROJECT LIST

**FRESNO COUNCIL OF GOVERNMENTS
FORMAL AMENDMENT NO. 3 TO THE 2018 RTP
CHANGE REPORT AS OF 10/5/2020 (In \$1,000)**

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	NOTES
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	10%	\$2,623	\$25,500	\$28,123	Change Reason: Revise Project Scope, Increase Funding, Revise Project Completion Date Revise Scope: - from "Millerton Road Widening - Friant to Table Mountain" to "Millerton Road Widening - Friant to Marina" Revise Project Completion Date: - from "2025" to "2030" Total RTP project cost increased from \$25,500 to \$28,153	Reduce scope by 1.3 miles (from Table Mountain to Marina Dr), Revise Open to Traffic Year 2025 to 2030, Increase Cost
Fresno	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.		\$3,313	\$0	\$3,313	New Project Total RTP project cost \$3,313	New project created on RTP to separate the EB widening from the WB widening on FRE500617 Open to Traffic Date: 2023
Fresno	FRE500617	Ashlan WB-Polk to Cornelia: 1 LU to 2 LD	1 LU to 2 LD with bike lanes and sidewalks	0%	\$0	\$1500	\$1,500	Change Reason: Reduce Scope, Revise Project Description/Title Revise Project Description/Title: - from "Ashlan-Polk to Cornelia: 2 LU to 4 LD" to "Ashlan WB -Polk to Cornelia: 1 LU to 2 LD " Total project cost remains the same at \$1,500	Revised project title/description on RTP to separate the WB widening from the EB widening now programmed on FRE190019 Open to Traffic Date: 2025

2018 Regional Transportation Plan

Financial Summary

Page 5-13 Table 5-1

AS SHOWN IN ADOPTED 2018 RTP

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$551,136,000	7.94%	523	16.73%
Streets & Roads Capacity Increasing	\$2,376,021,000	34.21%	372	11.90%
Streets & Roads Operations & Maintenance	\$2,767,824,300	39.85%	2147	68.68%
Transit	\$1,250,255,000	18.00%	84	2.69%
TOTAL	\$6,945,236,300	100.00%	3,126	100.00%

CHANGES AS OF 2019 FTIP AMENDMENT NO. 6 AND 2018 RTP AMENDMENT NO. 2

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$561,139,000	7.43%	526	16.70%
Streets & Roads Capacity Increasing	\$2,486,769,000	32.95%	379	12.03%
Streets & Roads Operations & Maintenance	\$3,229,165,300	42.79%	2156	68.44%
Transit	\$1,270,232,000	16.83%	89	2.83%
TOTAL	\$7,547,305,300	100.00%	3,150	100.00%

CHANGES AS OF 2019 FTIP AMENDMENT NO. 12 AND 2018 RTP AMENDMENT NO. 3

Project Type	Total Dollars		Number of Projects	
	Dollar Amount	Percentage	Number	Percentage
Bicycle & Pedestrian	\$561,139,000	7.43%	526	16.69%
Streets & Roads Capacity Increasing	\$2,490,195,000	32.98%	380	12.06%
Streets & Roads Operations & Maintenance	\$3,229,165,300	42.77%	2156	68.42%
Transit	\$1,270,232,000	16.82%	89	2.82%
TOTAL	\$7,550,731,300	100.00%	3,151	100.00%

2018 Regional Transportation Program (RTP) Financially Constrained Project Listing

(Dollars in \$1,000)

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

NOTE: The attached listing is an excerpt of the full 2018 RTP Financially Constrained Project Listing found on the Fresno COG website at www.fresnocog.org/project/regional-transportation-plan-rtp/. The attached excerpt identifies RTP projects that are affected by RTP Formal Amendment #3, and are highlighted in yellow.

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Fresno	FRE500613	Ashlan-Maroa to Blackstone: 2, 3, & 4 LU to 4 LD	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks, curb & gutter	Streets & Roads- Capacity Increasing	2023	\$1,550
Fresno	FRE500617	Ashlan WB-Polk to Cornelia: 1 LU to 2 LD	1 LU to 2 LD with bike lanes and sidewalks	Streets & Roads- Capacity Increasing	2025	\$1,500
Fresno	FRE501742	Barstow - Veterans to Island Waterpark 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalk	Streets & Roads- Capacity Increasing	2027	\$1,500
Fresno	FRE500622	Barstow-Bryan to Hayes: 4L	Unconstructed to 4L	Streets & Roads- Capacity Increasing	2021	\$1,450
Fresno	FRE500627	Barstow-Chestnut to Willow: 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads- Capacity Increasing	2030	\$1,500
Fresno	FRE500621	Barstow-Grantland to Bryan: 2 LU to 4 LU	2 LU to 4 LU	Streets & Roads- Capacity Increasing	2021	\$1,450
Fresno	FRE500626	Barstow-Maroa to Blackstone: 3 LU to 5 LU	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Streets & Roads- Capacity Increasing	2030	\$1,500
Fresno	FRE501743	Behymer - Chestnut to Willow 3LD to 4LD	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	Streets & Roads- Capacity Increasing	2027	\$1,240
Fresno	FRE500628	Behymer-Maple to Chestnut: 3 LD to 4 LD	3 LD to 4 LD with sidewalks, bike lanes, curb & gutter	Streets & Roads- Capacity Increasing	2025	\$620
Fresno	FRE500634	Belmont- Cornelia to Marks: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, gutter, curbs and sidewalks	Streets & Roads- Capacity Increasing	2035	\$96,000
Fresno	FRE500633	Belmont-Armstrong to Temperance: 2 LU to 4 LD	2 LU to 4 LD with sidewalks, gutter, curb and bike lanes	Streets & Roads- Capacity Increasing	2030	\$1,550
Fresno	FRE500631	Belmont-Clovis to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	Streets & Roads- Capacity Increasing	2030	\$4,650
Fresno	FRE500632	Belmont-Fowler to Armstrong: 3 LD to 4 LD (add WB Lane)	3 LD to 4 LD (add WB lane), bike lane and sidewalks	Streets & Roads- Capacity Increasing	2025	\$900
Fresno	FRE501744	Brawley- Belmont to Clinton: 2 LU to 4 LU	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads- Capacity Increasing	2027	\$3,625
Fresno	FRE501745	Brawley- Madison to Belmont: 2 LU to 5 LU	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Streets & Roads- Capacity Increasing	2022	\$1,500
Fresno	FRE500638	Brawley-Clinton to Parkway: 2 LU to 4 LU	2 LU to 4 LU, 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads- Capacity Increasing	2030	\$6,150
Fresno	FRE500640	Brawley-Palo Alto to Herndon: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads- Capacity Increasing	2025	\$930
Fresno	FRE500641	Brawley-S of Shaw to Ashlan: 2 LU to 4 LD	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Streets & Roads- Capacity Increasing	2030	\$3,100
Fresno	FRE501075	Broadway, Fresno to Tuolumne	Unconstructed to 2 LU with sidewalks	Streets & Roads- Capacity Increasing	2030	\$400
Fresno	FRE500645	Bryan-Belmont to McKinley	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Streets & Roads- Capacity Increasing	2035	\$2,000
Fresno	FRE501746	Bullard - Figarden to Brawley 2 LU to 5 LU	2 LU to 5 LU with bike lanes and sidewalk	Streets & Roads- Capacity Increasing	2027	\$600
Fresno	FRE500512	Bullard Diagonal-Carnegie to Veterans: 4 LD	Unconstructed to 4 LD with bike lanes, sidewalks, curb & gutter	Streets & Roads- Capacity Increasing	2023	\$1,860
Fresno	FRE500576	Bullard-Blackstone to Fresno: 5 LD to 6 LD	5 LD to 6 LD with bike lanes and sidewalks, curb & gutter	Streets & Roads- Capacity Increasing	2035	\$2,050
Fresno	FRE500455	Bullard-Fruit to Palm: 4 LU to 2LD	4 LU to 2 LD	Streets & Roads- Capacity Increasing	2030	\$2,000

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Clovis	FRE150002	Peach Avenue from South of Vartikian to Palo Alto - Widen and Rehab	Peach Avenue from South of Vartikian to Palo Alto; widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Streets & Roads-Capacity Increasing	2020	\$212
Clovis	FRE170005	Villa-Minnewawa Street Improvements from Herndon to Alluvial	Villa-Minnewawa Ave from Herndon Ave to Alluvial Ave. Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Streets & Roads-Capacity Increasing	2021	\$2,041
Fresno	FRE190019	Ashlan Ave EB Widen: Polk to Cornelia	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.	Streets & Roads-Capacity Increasing	2023	\$3,313
Fresno	FRE111343	California-Fruit to Ventura 2 LU to 4 LD	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$9,384
Fresno	FRE190015	Central Ave Widening - Cedar to Orange	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk	Streets & Roads-Capacity Increasing	2023	\$3,340
Fresno	FRE111353	Herndon @ SR 99-Widen Undercrossing	Widen Undercrossing to 5 LN(Measure C Project K8 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$26,365
Fresno	FRE111350	Herndon-Milburn to Polk: 4LD to 6LD	Widen Herndon, Polk to Milburn from 4LD to 6 LD and widen BNSF Overpass Bridge to 6 LN(Measure C Project K11 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2023	\$12,619
Fresno	FRE111346	Herndon-Polk to Weber : 4Ld to 6LD	Widen from 4 LD to 6 LD(Measure C Project K10 in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2030	\$2,931
Fresno	FRE190001	McKinley Widening - Hughes to Marks	McKinley Ave from Hughes Ave to Marks Ave; Widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	Streets & Roads-Capacity Increasing	2023	\$4,371
Fresno	FRE111316	Peach Ave, Jensen to Butler - Widen to 4 Lanes	Widen Peach, Jensen to Butler to 4 Lanes(Measure C Project I2A, I2B, I2C in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$4,484
Fresno	FRE190002	Polk Ave Widening - Gettysburg to Shaw Westside	Polk Ave from Gettysburg to Shaw; Westside widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage & striping	Streets & Roads-Capacity Increasing	2023	\$4,197
Fresno	FRE111312	Ventura, SR 41 to SR 99 Widen from 4LU to 4 LD	Widen to 4 LN Divided Arterial(Measure C Project F in the Urban Regional Program)	Streets & Roads-Capacity Increasing	2028	\$3,427
Fresno	FRE111328	Veterans Blvd / SR99 Interchange Project: SR99 Interchange and Golden State Grade Separation (Phase 3)	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6 lane divided Veterans Blvd., 2 lane connecting street to Golden State Blvd., concrete curb and gutter, concrete median, trail, concrete sidewalks, sewer mains, water and recycled water mains, street lights, landscape and irrigation, and Sierra Ave street improvements to Bullard Ave.	Streets & Roads-Capacity Increasing	2023	\$56,663

**FRESNO COUNCIL OF GOVERNMENTS
2018 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED PROJECT LISTING (In \$1,000)**

AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED OPEN TO TRAFFIC	ESTIMATED TOTAL COST (\$1,000)
Fresno	FRE111329	Veterans Blvd-New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2 LD Bullard Ave, AC curb, concrete median island, storm drain, sewer main, water mains, and traffic signal Phase 2 – Bridge over UPRR & CHSRA at HWY 99; 6LD bridge Veterans Blvd. Complete 2 LD Veterans Blvd from Riverside Dr to new HWY99 bridge, concrete approaching bridge, traffic signal, street lights, water mains, storm drains, and street alterations to Carnegie Ave. Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 LD, AC curb, concrete median island, trail, traffic signal, water mains, landscape and irrigation, and transitional street improvements to Shaw Ave.	Streets & Roads- Capacity Increasing	2021	\$41,246
Fresno	FRE190016	Veterans Blvd / SR99 Interchange Project: Veterans Extension; Riverside/Bullard to Herndon	Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 lane divided, curb & gutter, concrete median island, traffic signals, trail, street lights, Hayes Ave street improvements, water and recycled water mains, landscape and irrigation, and transitional Herndon Ave street improvements.	Streets & Roads- Capacity Increasing	2023	\$7,491
Fresno	FRE111307	Willow, Herndon to Alluvial: Widen to 3 Southbound Lanes	Widen to 3 SB Lanes(Measure C Project D7 in the Urban Regional Program)	Streets & Roads- Capacity Increasing	2028	\$5,752
Fresno	FRE111306	Willow-International to Copper Southbound: Widen to 3 Lanes	Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program)	Streets & Roads- Capacity Increasing	2028	\$783
Fresno County	FRE150057	Millerton Road Widening - Friant to Marina	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Streets & Roads- Capacity Increasing	2030	\$28,266
Caltrans	FRE040501	Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories- Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads- Maintenance	n/a	\$73,628
Caltrans	FRE041001	Grouped Projects for Shoulder Improvements- SHOPP Roadside Preservation Program	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories- Fencing, safety roadside rest areas	Streets & Roads- Maintenance	n/a	\$4,939
Caltrans	FRE071003	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program	Lump-Sum Bridge Preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories-Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Streets & Roads- Maintenance	n/a	\$32,756
Caltrans	FRE071007	Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation Program	Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 categories- Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Streets & Roads- Maintenance	n/a	\$565,117

ATTACHMENT 4

CORRESPONDING CONFORMITY ANALYSIS

CONFORMITY FINDING FOR AIR QUALITY

Documentation has been provided under a separate cover. The public comment period for the Air Quality Conformity Analysis was held from September 3, 2020 to October 2, 2020. A public hearing was held on September 16, 2020 at 5 p.m. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, the public hearing was held via webcast. In-person attendance was not be permitted. The document was approved via resolution by the Fresno Council of Governments Executive Director, as authorized by the Fresno COG Policy Board. This document may be reviewed at the Fresno COG website at <https://www.fresnocog.org/project/conformity/>.

ATTACHMENT 5

PUBLIC NOTICE AND ADOPTION RESOLUTION

**NOTICE OF PUBLIC MEETING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT #12,
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT #3,
AND DRAFT CORRESPONDING CONFORMITY ANALYSIS**

Fresno Council of Governments (Fresno COG) herein provides notice that it will hold a public hearing at 5 p.m. on Sept. 16, 2020 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12), Draft 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3), and the Draft Corresponding Air Quality Conformity Analysis. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, this public hearing will be held via webcast. In-person attendance is not be permitted. Details for how to participate will be published in the meeting agenda at <https://agendas.fresnocog.org/>

The hearing officer will receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Fresno County during the next four years. The 2019 FTIP Amendment No. 12 makes funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. This amendment also adds and deletes project phases and line-item projects.
- The 2018 RTP is a long-term strategy to meet Fresno County transportation needs through 2042. The 2018 RTP Amendment No. 3 reflects funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. The amendment's changes are consistent with regionally significant projects' design concept, scope, or schedules, and do not change the plan's timeframe. Changes proposed in the 2018 RTP Amendment #3 continue to adhere to Conformity budgets, and therefore does not require a supplemental Environmental Impact Report (EIR).
- The Corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meets the most recent air quality conformity requirements for ozone and particulate matter.

Translation services are available (with three-working-days' advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence Sept. 3 and conclude on Oct. 2, 2020. The draft documents are available for review at www.fresnocog.org. *Fresno COG's office is closed due to Executive Order N-29-20; however, a hard copy will be provided upon request.*

Public comments are welcomed at the meeting or may be submitted in writing by 5 p.m. Oct. 2, to Kristine Cai at the address below.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via

resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted for state and federal approval.

Contact Person: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

PUBLIC NOTICE

#4745422

NOTICE OF PUBLIC MEETING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NO. 12
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 3,
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Contact Person: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-30

IN THE MATTER OF:
**2019 FTIP AMENDMENT #12,
2018 RTP AMENDMENT #3,
CORRESPONDING 2020
CONFORMITY ANALYSIS**

RESOLUTION ADOPTING THE 2019 FTIP
AMENDMENT #12, 2018 RTP AMENDMENT
#3 AND CORRESPONDING 2020
CONFORMITY ANALYSIS

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 (2018 RTP Amendment #3) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2019 Federal Transportation Improvement Program Amendment #12 (2019 FTIP Amendment #12) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Fresno Council of Governments forum and general public involvement; and

WHEREAS, the 2019 FTIP Amendment #12 program listing is consistent with: 1) the 2018 Regional Transportation Plan Amendment #3; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding 2020 Conformity Analysis; and

WHEREAS, the 2019 FTIP Amendment #12 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the Corresponding 2020 Conformity Analysis supports a finding that the FTIP Amendment #12 and 2018 RTP Amendment #3 prepared in compliance with the requirements of the federal implementation rule for the 2015 ozone standard; and

WHEREAS, the Corresponding 2020 Conformity Analysis supports a finding that the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Fresno Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with public participation process adopted by Fresno Council of Governments and

WHEREAS, a public hearing was conducted on September 16, 2020 to hear and consider comments on the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis;

WHEREAS, the Fresno Council of Governments Policy Board delegated authority to the Executive Director to approve 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis on September 24, 2020;

NOW, THEREFORE, BE IT RESOLVED, that Fresno Council of Governments adopts the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments finds that 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by Fresno Council of Governments this 6th day of October, 2020.

Signed: 
Tony Boren, Executive Director

**2020 CONFORMITY ANALYSIS
FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM AMENDMENT #12 AND THE 2018 REGIONAL
TRANSPORTATION PLAN AMENDMENT #3**

OCTOBER 6, 2020

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE STREET, SUITE 201
FRESNO, CA, 93721

www.fresnocog.org

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of Fresno Council of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program Amendment #12 (2019 FTIP Amendment #12) and 2018 Regional Transportation Plan Amendment #3 (2018 RTP Amendment #3). The Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 incorporates these emissions modeling adjustments.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3; a finding of conformity is therefore supported. The 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and the 2020 Conformity Analysis were approved by the Fresno Council of Government’s Executive Director on October 6, 2020. Federal approval is anticipated on or before December 31, 2020. FHWA/FTA last issued a finding of conformity for the 2019 FTIP and the 2018 RTP, as amended if applicable, on September 23, 2019.

The 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for Fresno County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analysis for the TIP and RTP no longer include a CO conformity demonstration.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2020, 2021, 2023, 2024, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of Fresno Council of Governments Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx

trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.

- The 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2019 FTIP Amendment #12, 2018 RTP Amendment #3 and the corresponding Conformity Analysis on September 16, 2020. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The 2020 Conformity Analysis for and the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation, Fresno Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

“Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.”

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore, EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found.

The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in June 2020 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2017 for conformity use on August 15, 2019 and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. Therefore, EMFAC2014 continued to be used in this conformity analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 incorporates these adjustments.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:
- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
 - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Fresno Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

Fresno Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM_{2.5}:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM_{2.5} NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. According to the implementation rule, areas designated as nonattainment for the 1997 PM_{2.5} standards, must continue to demonstrate conformity to these

standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: “...if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area.” Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus, the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA’s final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NO_x) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan*.

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

**Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets**
(summer tons/day)

County	2020		2023		2026		2029		2031	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

^(a) Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San

Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

**Table 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets**
(tons per average annual day)

County	2020 ^(b)	
	PM-10	NOx
Fresno	7.0	25.4
Kern ^(a)	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

^(a)Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.

^(b)Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard Serious area

nonattainment was released on July 22, 2020 therefore this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standards.

1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-3 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) and
2012 (annual) PM2.5 Standard Emissions Budgets**
(tons per average annual day)

County	2012 ^(a)		2014	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

^(a) 2012 budgets are not in the timeframe of this conformity analysis.

The 2008 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NO_x to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NO_x budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM_{2.5} areas with adequate or approved 1997 PM_{2.5} budgets to determine conformity for both NAAQS at the same time, using the budget test.

2006 24-Hour PM_{2.5} Standard

The 2018 PM_{2.5} Plan addressing 1997, 2006 and 2012 PM_{2.5} standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM_{2.5} standard Serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 PM_{2.5} standards.

The 2018 PM_{2.5} Plan for the 2006 PM_{2.5} standard contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3.

**Table 1-4:
On-Road Motor Vehicle 2006 24-Hour PM_{2.5} Standard Emissions Budgets**
(tons per average winter day)

County	2017		2020		2023		2024	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	0.9	29.3	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	28.7	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	5.9	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	5.5	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	11.0	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.7	15.5	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	12.3	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	11.2	0.4	8.7	0.4	5.3	0.4	5.1

^(a) Note that 2017 PM_{2.5} budgets are not in the timeframe of this conformity analysis.

The 2012 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using an 2 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the PM_{2.5} SIP for analysis years after 2020. As noted above, EPA proposed approval of the 2018 PM_{2.5} Plan budgets and the trading mechanism for 2006 24-hr PM_{2.5} standards on March 27, 2020. Final rule was published in July 22, 2020 (effective as of publication).

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the

maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-5 below provides a summary of conformity analysis years that apply to this conformity analysis.

**Table 1-5:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2011/2017/2020/2023/2026 /2029	2031/2037 ²	NA	2042
PM-10	NA	2020	2029/2037	2042
1997 and 2012 PM2.5	NA	2014/2021 ³	2029/2037	2042
2006 24-hour PM2.5	2017/2020/2023/2024/2026	2024	2029/2037	2042

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017), although they may be used to demonstrate conformity.

²2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

³ 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

⁴2026 is a post-attainment budget year for the 2006 PM2.5 standard and is not required to be included in a conformity analysis.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be

modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM_{2.5} standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM_{2.5} problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM_{2.5} NAAQS*. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable at this time for the 1997 PM_{2.5} standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM_{2.5} standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM_{2.5} Plan. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} standard attainment deadline extension, as well as conformity budgets and trading mechanism. The attainment year of 2024 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM_{2.5} standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in June, 2020.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Fresno Council of Governments uses the TP+/ CUBE transportation model. The model was validated in 2017 for the 2014 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the Fresno Council of Governments
Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Population is based on the 2014 California Department of Finance data. Projections: Population based on Applied Development Economics, 2020.	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Employment	Base Year: Employment data is based on 2014 State of California Employment Development Department data. Projections: Employment based on Applied Development Economics, 2020.	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Traffic Counts	The transportation model was validated in 2017 to the 2014 base year using daily and peak hour traffic counts. More than 1,000 traffic counts were obtained from the City of Fresno, Clovis, the County of Fresno and Caltrans. The majority of the traffic count database is from 2014. However, traffic counts from 2015 through 2016 were used, adjusted to 2014 levels based on annual growth rates.	Cube was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2014 base year were compiled for the MIP validation.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	The base year 2014 VMT of the 2017 transportation model is validated to within 3% of HPMS. Fresno COG is continuing its efforts to improve the model validation.	Cube is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	<p>The 2017 transportation model validation was based on the comprehensive speed study in 2005.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p>	<p>The Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process.</p> <p>EMFAC2014</p>	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

POPULATION FORECAST

The forecasts used for the conformity analysis were from preliminary updates to the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. Fresno COG has commissioned ADE to update these forecasts with new information, especially with regards to the economic impacts of the COVID-19 pandemic. This update process employs a

similar methodology to the 2017 report, and is consistent with forecasts from several independent sources, including the Department of Finance’s most recent population projections. While the update process was still ongoing at the time of this conformity analysis, sufficient analysis had been done to justify the use of the preliminary results.

The ADE study Fresno County 2050 Growth Projections can be accessed through Fresno COG’s website. The updated study is projected for public release no later than September 2020.

This study includes annual forecasts stratified by the 16 jurisdictions within Fresno County: the spheres of influence of the 15 incorporated cities, and the unincorporated balance of the County geography. The study includes two primary forecasts of population and employment, from which are derived other projections related to housing demand and demographics, such as households, housing units, age distribution, group quarters populations, average income, race/ethnicity, school enrollment, etc.

The methodology of this study can be summed up in the following excerpt:

The study process began by developing a range of total population and employment projections for the county as a whole, reflecting varying assumptions about Fresno County’s future share of regional growth as well as trends in industry growth. The employment projection methodology used an economic base approach, forecasting export industry sectors, while local serving business sectors follow growth in the economic base and in the population.

Based on the preliminary growth forecast updates, countywide population will grow to an estimated 1,197,730 persons by the year 2042. More details will be made available when the final report is published.

Fresno County Population, Housing and Employment Estimates and Forecasts

Horizon Year	Total Population	Employment	Households
2020	1,023,358	375,200	305,916
2021	1,032,484	381,316	309,630
2023	1,050,981	411,000	317,193
2024	1,060,354	414,800	321,044
2026	1,078,121	421,500	327,690
2029	1,103,442	429,600	336,076
2031	1,119,781	434,700	340,607
2037	1,165,061	449,400	350,635
2042	1,197,730	461,000	358,086

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These forecasts are also being adjusted, and preliminary results have been included in these conformity analyses. These projections were

made in several steps, including: projecting economic base sectors (including farm jobs and agricultural services, manufacturing, transportation, etc.); projecting local-serving employment sectors (such as retail and service jobs) by obtaining business-to-business employment multipliers from the IMPLAN input-output model for Fresno County, and developing a set of population-based multipliers to generate business employment from residential demand; and projecting health care sector jobs by using the recent project from Economic Modeling Specialists Institute (EMSI), which considers changes in the health care field and demographic demands in its methodology.

The resulting employment forecast is included in the table above.

HOUSEHOLD FORECAST

The population and household projections depend on a population cohort survival model developed by ADE. This model applied age- and race-adjusted birth- and death-rate factors to project the 2010 decennial Census data forward to 2015, in order to estimate the natural change in populations for each jurisdiction. These natural change populations were then compared to the California Department of Finance's 2015 population estimates, attributing city- and County-level differences between the two datasets to in- or out-migration. The 2015 natural change population for each SOI was then adjusted to the DOF 2015 population estimates. The population cohort survival method was then applied to the 2015 data for each subsequent year out to 2050, applying a growth rate consistent with that of the DOF's population projection estimates.

The resulting household forecast is included in the table above.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each MPO model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition, the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the Fresno Council of Governments transportation modeling methodology meets those requirements.

Fresno COG completed the update of our traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 2,900 traffic analysis zones. The model roadway network is based on the all-street network, which provides greater geometric details and more accurate link distances. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The Fresno COG model has been set up to estimate travel demand during six periods:

- AM peak three-hour period
- PM peak three-hour period
- Off-peak eleven hours
- AM peak hour
- PM peak hour
- Mid-Day seven hours

The traffic volumes projected for the three-hour peak periods, mid-day seven hours, off-peak eleven hours, and remaining hours are added together to create daily traffic projections.

The model and its assumptions are constantly being updated based upon the latest planning information.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

Fresno COG completed the update of the traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The model was validated by comparing its estimates of 2014 traffic conditions with more than 2,000 peak and off-peak traffic counts. The model validation results demonstrate the model performs acceptably at a regional scale especially for key metrics such as VMT and higher volume roadways.

Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts across the county annually. The City of Fresno, City of Clovis, and Fresno County are the 3 agencies that participate in this program.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

Due to speed's impact on pollution emission from automobiles, and because congestion speeds are used as input to air pollution emission models, it is vital that congested speeds from the travel model reasonably replicate characteristics of traffic on the streets. Good free-flow speed data in the travel model is the first step towards achieving this goal.

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our model update. In addition, Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and incorporated in the model as input during the model validation.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2018 RTP for further information regarding the services, their accomplishments and proposed actions.

The mode choice model uses a multinomial logit formulation, which assigns the probability of using a particular travel mode based on attractiveness measure for that mode in relation to the sum of the attractiveness of the other mode. The model predicts the following seven modes:

1. Drive Alone
2. 2-Person vehicle
3. 3+-Person vehicle
4. Walk to Transit
5. Drive to Transit

6. Walk
7. Bike

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of- vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three-hour peak period plus the P.M. three-hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

Transit trips are all assigned as production to attraction rather than origin to destination. For example, a person who uses transit for work will be assigned as two trips from the home TAZ to the work TAZ rather than one trip in each direction. This is done so that the model can keep track of which end of the trip can use drive access. In order to convert to actual directional boarding's, the assigned transit trips in each direction must be added together and then divided by two. The transit vehicles times and drive access times are affected by congestion on the road network.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

The Fresno COG Model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits.

Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT. The Caltrans HPMS 2014 estimate of VMT in Fresno County was 22,574,620. The 2014 model base year estimated 23,053,713 VMT, which is 2.1% higher than the 2014 HPMS VMT target.

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2019 FTIP and the 2018 RTP (as amended). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity

improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the Fresno Council of Governments transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

**Table 2-2:
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis**

Horizon Year	Total Population	Employment	Average Weekday VMT	Total Lane Miles
2020	1,023,358	375,200	24,822,480	6,749
2021	1,032,484	381,316	25,569,429	N/A
2023	1,050,981	411,000	26,449,107	N/A
2024	1,060,354	414,800	26,639,079	N/A
2026	1,078,121	421,500	27,153,667	N/A
2029	1,103,442	429,600	28,094,787	6,930
2031	1,119,781	434,700	28,342,780	N/A
2037	1,165,061	449,400	29,897,903	7,253
2042	1,197,730	461,000	31,219,737	7,258

D. VEHICLE REGISTRATIONS

Fresno Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the Conformity Analysis for the 2021 FTIP and 2018 RTP Amendment #3 relies on EMFAC2014 in line with the grace period established in the Final Rule. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2008 ozone standard conformity demonstration as part of the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2015) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:
2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-5:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM₁₀ have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM_{2.5} Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2014

The EMFAC model (short for EMISSION FACTOR) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018 ARB released the latest update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The announcement set a grace period of 2 years before EMFAC2017 is required for use in new regional emissions analyses, therefore this analysis still relies on EMFAC2014 for all conformity tests.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 incorporates these emissions modeling adjustments.¹

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model as appropriate.

¹ https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs. PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county-maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are

converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM_{2.5} standards, and the 1997 and 2006 24-hour PM_{2.5} standards; thus, the conformity determination includes analyses to all PM_{2.5} standards.

The following PM_{2.5} approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM_{2.5} and NO_x emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM_{2.5} emission estimates.

The SJV MPOs all use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on

freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 Standard – Since EPA did not take action on the 1997 PM2.5 budgets in the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM2.5 Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020 effective as of Federal Register publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM2.5 standards.

2012 Standard – EPA’s nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM_{2.5} standards. Since EPA has not did not take action on the 2012 PM_{2.5} budgets in the 2018 PM_{2.5} Plan, the 2008 PM_{2.5} Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

1997 and 2012 PM_{2.5} TRADING MECHANISM

Since EPA did not take full action on the 2018 PM_{2.5} Plan, consistent with the PM_{2.5} implementation rule, the 2008 PM_{2.5} Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 1 to 9 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM_{2.5} standard conformity analyses for analysis years after 2014.

2006 PM_{2.5} TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM_{2.5} SIP including the 2006 PM_{2.5} standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM-2.5 using an 2 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM_{2.5} standard conformity analysis for analysis years after 2020.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016 and updated in July, 2020. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 is provided in Appendix C, including:

- 2020 Conformity EMFAC Spreadsheet
- 2020 Conformity Paved Road Spreadsheet
- 2020 Conformity Unpaved Road Dust Spreadsheet

*Fresno Council of Governments 2020 Conformity Analysis for 2019 FTIP Amendment #12
and 2018 RTP Amendment #3*

- 2020 Conformity Construction Spreadsheet
- 2020 Conformity Totals Spreadsheet
- 2020 Conformity PM10 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

The Transportation Conformity regulation requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The Federal definition for the term “transportation control measure” is provided in 40 CFR 93.101:

“any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.”

In the Transportation Conformity regulation, the definition provided for the term “applicable implementation plan” is:

“Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA.”

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;

- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

Portions of the 2018 PM2.5 Plan pertaining to the 2006 24-hour PM2.5 standards were approved by EPA on July 22, 2020 (effective as of publication). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated, and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally funded project is vehicle technology based, fuel based, and maintenance-based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street

sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc.). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Fresno Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2018 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2018 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Fresno Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal

websites were reviewed for any PM-10 plans that have been approved since 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.
- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, Fresno Council of Governments considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

- (1) Paving or Stabilizing Unpaved Roads and Alleys
- (2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- (3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and
- (4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of PM_{2.5}/10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM_{2.5}/10 is included in the “Project Category Goals”. PM_{2.5}/10 is evaluated and prioritized in the CMAQ Scoring Criteria under the “Air Pollutant Emission Reduction” Category (20 points possible out of 100) as well as receiving consideration in the “Subjective Evaluation” (10 points possible out of 100). PM_{2.5}/10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno COG’s CMAQ Program can be found at: <http://www.fresnocog.org/>.

Fresno COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans) incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010 and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to “shove and tear” in stop-and-go traffic applications. Rubberized asphalt has been found to have useful application for noise reduction purposes. There is work currently in process to develop commercial viability of low-greenhouse gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

The application of rubberized asphalt technology can reduce tire wear dust (PM₁₀). The cost effectiveness for roads with annual daily traffic of 2,500 vehicles per lane mile per day is estimated at \$4,290,000 per ton. (Analysis of Particulate Control Measures Effectiveness Interim Report #2, Sierra Research, February 15, 2007; Maricopa, Arizona, Association of Governments). The limitations imposed by the high cost and limited applicability to free-flowing high volume highway use prove to make this of limited application on local streets in the Fresno region. Rubberized asphalt is incorporated in transportation projects where it is feasible. Fresno COG

will continue to explore the feasibility of new technology in the reduction of transportation sources of air pollutant emissions.

CHAPTER 5: INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The draft boilerplate conformity document was distributed for interagency consultation on July 8, 2020. Comments received have been addressed and incorporated into this version of the analysis.

The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 was released on September 3, 2020 for a 30-day public comment period, followed by adoption on October 6, 2020. Federal approval is anticipated on or before December 31, 2020.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. Fresno Council of Governments has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NO_x for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for

all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA did not yet take action on the entire 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. These portions of the 2018 PM2.5 Plan were finalized on July 22, 2020, effective as of final Federal Register publication. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. Since EPA did not yet take action on the entire 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2020 Conformity Analysis for the 2019 FTIP Amendment #12 and the 2018 RTP Amendment #3 is supported.

**Table 6-1:
Conformity Results Summary**

2020 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.4	22.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.4	13.9	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.8	12.7	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.3	12.0	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.0	11.5	YES	YES
	2037	3.4	11.1	YES	YES
	2042	3.2	11.3	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	6.7	23.9	YES	YES
	Adjusted 2020 Budget	7.2	25.1		
	2029	7.2	12.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2037	7.8	11.5	YES	YES
	Adjusted 2020 Budget	7.5	24.7		
	2042	7.5	11.6	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2014 Budget	1.1	31.4		
	2021	0.8	22.0	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.4	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	11.5	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.8	11.6	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard					
	2020 Budget	0.9	25.9		
	2020	0.8	24.4	YES	YES
	2023 Budget	0.8	15.5		
	2023	0.7	14.8	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	14.3	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.8	12.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.7	YES	YES
	2024 Budget	0.8	15.0		
	2042	0.8	11.8	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.754	23.874	3.994		0.596		0.367		6.7	23.9
2029	1.862	12.414	4.423		0.596		0.300		7.2	12.4
2037	1.975	11.479	4.642		0.596		0.603		7.8	11.5
2042	2.064	11.629	4.808		0.596		0.015		7.5	11.6

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APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 pages 9-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 page 11	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	Conformity applies to NOx	
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 3 pages 33-35	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	Ch. 5 page 48 App. E E.S. page 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 1 pages 15-16 Ch 2. Page 26 App. B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 1	

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and 2018 RTP Amendment #3*

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chapters 1-6 Pages 9-16. 21-29, 32-35, 38-40	
§93.109 (c,)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 pages 11-16 Ch. 6 pages 49-50	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 page's 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 1, 2, pages 11-27	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Ch. 1 pages 16-18 Ch. 2 pages 19-32	
§93.110 (c, d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 pages 25-27	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch.3 page 32	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of	Ch. 4 pages 41-42 Ch. 5 pages 48-49	

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40 CFR	Criteria	Page	Comments
	consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	App. D Ch. 4 pages 38-40	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1, Section D, pages 11-16	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 4 Pages 46-47 Ch. 6 Pages 50-51	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 page's 12-16	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 4 Pages 46-47 Ch. 6 Pages 50-51	
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or <u>both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).</u>	N/A	

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40 CFR	Criteria	Page	Comments
§93.119 ⁱ (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 page 25 App. B	
§93.122 (a) (2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	Ch. 4 pages 38-47	
§93.122 (a) (4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).	App. D Ch. 2 Pages 29-31	

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40 CFR	Criteria	Page	Comments
	Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 pages 20-21	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 pages 20-23	
§93.122 (b)(1)(iii) ⁱⁱ	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 pages 20-23	
§93.122 (b)(1)(iv) ⁱⁱ	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 pages 23-24	
§93.122 (b)(1)(v) ⁱⁱ	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 pages 23-24	
§93.122 (b)(1)(vi) ⁱⁱ	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 pages 26-27	
§93.122 (b)(2) ⁱⁱ	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 page 25	
§93.122 (b)(3) ⁱⁱ	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 page 21, 27	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 page 20-21	
§93.122 (e, f)	Document, in areas where a SIP identifies construction related PM10 or PM2.5 as significant	Ch. 3 page 34	

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40 CFR	Criteria	Page	Comments
	pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.		
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	App. B Ch. 2 pages 27-28	

ⁱ Note that some areas are required to complete both Interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

APPENDIX B

TRANSPORTATION PROJECT LISTING

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042
Caltrans	FRE150055 FRE501717	10300000340	41	Widen from 2-Lane to 4-lane expressway [Excelsior]	From: Kings County Line To Elkhorn Ave	\$77,950,000				X	X	X	X	X	X
Caltrans	FRE500516		41	Add NB Auxiliary Lanes	O Street to Shields	\$19,500,000								X	X
Caltrans	FRE500570		41	SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane	Ashlan to Shaw	\$7,000,000								X	X
Caltrans	FRE500759		41	SR 41: El Paso to Friant: Add 1 SB Auxiliary Lane	El Paso to Friant	\$13,970,000						X	X	X	X
				SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)			X	X	X	X	X	X	X	X	X
Caltrans	FRE500767		41		Tulare Ave to O Street	\$4,900,000									
Fresno	FRE500145		41	Widen Off Ramp at Shaw	Interchange Crossstreets:SR 41 Off Ramp & Shaw	\$246,000		X	X	X	X	X	X	X	X
Fresno	FRE500146		41	Auxiliary Lane	From:Gettysburg Overcross To:Shaw Exit Ramp	\$1,271,000							X	X	X
				Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)								X	X	X	X
Caltrans	FRE190013		99		Central/Chestnut	\$47,141,000									
				Kings Canyon Expressway-Segment 3 (Near Centerville and Minkler, on Route 180 from west of Smith Avenue to east of Frankwood Avenue. Construct 4 lane expressway on existing alignment.) [Measure C Project D in the Rural Regional Program]				X	X	X	X	X	X	X	X
Caltrans	FRE021108	10300000178	180		Trimmer Springs to Frankwood	\$100,548,000									
Huron	FRE500805		269	New Roundabout	From:N/A To:N/A	\$3,000,000			X	X	X	X	X	X	X
Huron	FRE500806		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Palmer	\$1,600,000							X	X	X
Huron	FRE500807		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Tornado	\$1,600,000					X	X	X	X	X
Caltrans	FRE111351	20300000748	<interchange>	Interchange Improvements	Interchange Cross Streets:IS & SR 198	\$18,236,000							X	X	X
Caltrans	FRE111352	20300000752	<interchange>	American Ave @ SR 99-Interchange Improvements	Interchange Cross Streets:American Ave & SR 99	\$61,950,000						X	X	X	X
Caltrans	FRE111355	20300000756	<interchange>	North/Cedar/SR 99-Improve Interchange	North Ave to Cedar	\$110,180,000						X	X	X	X
Caltrans	FRE500520		<interchange>	Replace bridge structures and widen Floral	Interchange Cross Streets:SR 99 & SR 43	\$13,000,000								X	X
Caltrans	FRE500521		<interchange>	Improve interchange	Interchange Cross Streets:SR 99 & Shaw	\$86,000,000								X	X
				Modify interchange to add a direct southbound on- ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Interchange Crossstreets:Van Ness & Broadway	\$1,230,000								X	X
Fresno	FRE501074		<interchange>												
Fresno	FRE111353	20300000753	<intersection>	Widen Undercrossing to 5 LN (Measure C Project K8 in the Urban Regional Program)	Intersection Herndon Ave to SR 99	\$26,365,000						X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)									
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042	
Fresno	FRE500491		<intersection>	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on ramp	Intersection From:SR 41 To:Divisadero Dist:N/A	\$2,500,000								X	X	X
Fresno	FRE500582		<intersection>	3 LU to 4 LU with bike lane, curb, gutter and sidewalk	Intersection From:Maple Ave To:Nees Ave Dist:.2	\$580,000								X	X	X
Kingsburg	FRE500592		10th	10th Avenue-Kern St. to Clarkson Ave: 2 LU to 4 LD	From:Kern St. To:Clarkson Ave. Dist:.5	\$375,000					X	X	X	X	X	X
Kingsburg	FRE500593		10th (Academy)	10th St (Academy)-Sierra to Stroud: 2 L to 4 L	From:Sierra To:Stroud Dist:.5	\$1,250,000					X	X	X	X	X	X
Huron	FRE501785		12th	Complete connection between 12th St and Lassen Ave	From:12th St To:Lassen	\$650,000				X	X	X	X	X	X	X
Huron	FRE500809		13th	13th St from M st to Lassen Ave - Construction of new 2 lane local street	From: M St To:Lassen	\$650,000	X	X		X	X	X	X	X	X	X
Caltrans	FRE500514		180 W	2 Lane on New E-W Alignment	I-5 to Junction SR 33/SR180	\$305,110,000									X	X
Parlier	FRE501801		Academy	Bridge/Roadway Widening	City Limits to Dinuba	\$972,000									X	X
Sanger	FRE500996		Academy	Widen to 4-lane divided arterial and rehabilitate roadway	From 11th St. to 0.2 mile south of North Ave.	\$5,200,000	X	X		X	X	X	X	X	X	X
Kingsburg	FRE500470		Academy Parkway	New 4 Lane Expressway	From:Mountain View To:Simpson Dist:1.75	\$6,000,000					X	X	X	X	X	X
Fresno	FRE501739		Alicante	Unconstructed to 3 LU with bike lanes and sidewalks, curb & gutter	From:Via Fiore To:Willow Dist:0.8	\$1,600,000						X	X	X	X	X
Clovis	FRE500453		Alluvial	Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics	From:Nees To:Dewolf Dist:.50	\$5,500,000	X	X		X	X	X	X	X	X	X
Clovis	FRE500485		Alluvial	2 LU to 3 LU w/2 @WLTL	From:Willow To:Adler (700 feet east) Dist:.15	\$280,000	X	X		X	X	X	X	X	X	X
Clovis	FRE500573		Alluvial	2LD to 4LD West of Armstrong and 2LD to 4LD East of Armstrong, Sidewalks, Bike Lanes, Street Lights, Landscaping, and Fiber Optics	From:Armstrong To:1/4 E ast (McKelvy) Dist:.25	\$1,900,000		X		X	X	X	X	X	X	X
Clovis	FRE500597		Alluvial	2 LU to 3 LU w/ WLTL	From:Halifax To:Minnewawa Dist:.3	\$350,000	X	X		X	X	X	X	X	X	X
Clovis	FRE500598		Alluvial	2 LU to 3 LU W/2 WLTL, and Fiber Optics	From:Fowler To:Armstrong Dist:.5	\$3,900,000				X	X	X	X	X	X	X
Clovis	FRE500599		Alluvial	Unconstructed to 4 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	From:Locan To:Nees Dist:.50	\$5,500,000	X	X		X	X	X	X	X	X	X
Clovis	FRE500600		Alluvial	Unconstructed to 4 LD, Construct Bridge at Enterprise Canal, Sidewalks, Bike Lanes, Street Lights, and Curb and Gutter	From:Temperance To:Locan Dist:.5	\$6,000,000		X		X	X	X	X	X	X	X
Clovis	FRE500912		Alluvial (Owens Mountain Pkwy)	2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Intersection From:DeWolf To:168 Dist:.25	\$1,400,000	X	X		X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Fresno County	FRE500603		American	2 LU to 4 LD	SR 41 to SR 99	\$10,250,000								X	X	
Fresno	FRE501740		Annadale	New 3 LU with bike lanes, sidewalks, curb and gutter	From: West To: Fruit Dist: .5	\$1,000,000						X	X	X	X	
				2LU to 3LU 2WLTL, Sidewalk, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Utility Relocation					X	X	X	X	X	X	X	
Clovis	FRE500607		Armstrong		From:Alluvial To:Nees Dist:.5	\$2,100,000										
				2LU to 3LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics					X	X	X	X	X	X	X	
Clovis	FRE500608		Armstrong		From:Herndon To:Alluvial Dist:.5	\$2,100,000										
				2LU to 4LU or 3 LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics			X	X	X	X	X	X	X	X	X	
Clovis	FRE500609		Armstrong		From:Ashlan To:Gettysburg Dist:.5	\$1,900,000										
Clovis	FRE500914		Armstrong	3LU to 3LU w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Intersection From:Nees To:Teague Dist:.50	\$2,600,000					X	X	X	X	X	
Fresno	FRE500584		Armstrong	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	From:Burgan To:Fancher Creek Drive Dist:.1	\$310,000						X	X	X	X	
Fresno	FRE500610		Armstrong	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	From:California To:Hamilton Dist: .4	\$1,640,000							X	X	X	
Fresno	FRE500611		Armstrong	2 LU to 4 LU with bike lanes, sidewalks and Mill Ditch bridge widening curb and gutter	From:Belmont To:Dakota Dist: 2.5	\$10,250,000							X	X	X	
Fresno	FRE500612		Armstrong	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	From:Jensen To:California Dist:1	\$4,100,000							X	X	X	
Fresno	FRE501741		Armstrong	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Butler To: Kings Canyon Dist: .5	\$1,450,000						X	X	X	X	
Caltrans	FRE500490		Ashlan	Grade separation	UPRR to SR99	\$7,600,000								X	X	
				2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall												
Clovis	FRE500454		Ashlan		From:Thompson To:McCall Dist:.5	\$5,400,000					X	X	X	X	X	
				2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and Highland			X	X	X	X	X	X	X	X	X	
Clovis	FRE500471		Ashlan		From:Highland To:Thompson Dist:.5	\$4,500,000										
Clovis	FRE500615		Ashlan	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From:Dewolf To:Leonard Dist:.5	\$4,600,000				X	X	X	X	X	X	

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Clovis	FRE500616		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.50	\$3,800,000	X	X	X	X	X	X	X	X	X	
Fresno	FRE190019		Ashlan	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, streetlights	From:Polk To:Cornelia	\$3,313,000			X	X	X	X	X	X	X	
Fresno	FRE500574		Ashlan	3 LD to 4 LD with bike lanes and sidewalks,curb & gutter	From:Grantland To:Bryan Dist:.5	\$1,550,000							X	X	X	
Fresno	FRE500613		Ashlan	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Maroa To:Blackstone Dist:.5	\$1,550,000			X	X	X	X	X	X	X	
Fresno	FRE500617		Ashlan	WB 2 LU to 4 LD with bike lanes and sidewalks	From:Polk To:Cornelia Dist:.5	\$1,500,000					X	X	X	X	X	
Fresno	FRE500618		Ashlan	2 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Bryan To: Polk Dist:.5	\$4,650,000							X	X	X	
Fresno	FRE500619		Ashlan	Unconstructed to 4 LD	From:Garfield To:Grantland Dist:.5	\$1,550,000					X	X	X	X	X	
				2LU to 2LU w/2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signals at Barstow and DeWolf & Leonard					X	X	X	X	X	X	X	
Clovis	FRE500624		Barstow		From:Dewolf To:Leonard Dist:.5	\$4,300,000										
Fresno	FRE500621		Barstow	2 LU to 4 LU	From:Grantland To:Bryan Dist:.5	\$1,450,000		X	X	X	X	X	X	X	X	
Fresno	FRE500622		Barstow	Unconstructed to 4L	From:Bryan To:Hayes Dist:.5	\$1,450,000		X	X	X	X	X	X	X	X	
Fresno	FRE500626		Barstow	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Maroa To:Blackstone Dist:.5	\$1,500,000							X	X	X	
Fresno	FRE500627		Barstow	2 LU to 5 LU with bike lanes and sidewalks,curb & gutter	From:Chestnut To:Willow Dist:.5	\$1,500,000							X	X	X	
Fresno	FRE501742		Barstow	3 LU to 5 LU with bike lanes and sidewalk	From:Veterans To:Island Waterpark Dist:0.5	\$1,500,000						X	X	X	X	
Clovis	FRE500629		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1	\$8,800,000			X	X	X	X	X	X	X	
Clovis	FRE500630		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Sunnyside Dist:1.0	\$8,800,000			X	X	X	X	X	X	X	
Fresno	FRE500628		Behymer	3 LD to 4 LD with sidewalks, bike lanes,curb & gutter	From:Maple To:Chestnut Dist:.5	\$620,000					X	X	X	X	X	
Fresno	FRE501743		Behymer	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	From:Chestnut To:Willow Dist:0.4	\$1,240,000						X	X	X	X	
Fresno	FRE500631		Belmont	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	From:Clovis To:Armstrong Dist:1.5	\$4,650,000							X	X	X	
Fresno	FRE500632		Belmont	3 LD to 4 LD (add WB lane), bike lane and sidewalks	From:Fowler To:Armstrong Dist:.5	\$900,000					X	X	X	X	X	

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500651		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Bridge at Enterprise Canal, Traffic Signal at Bullard and DeWolf	From:DeWolf To:Leonard Dist:~.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500652		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard	From:Leonard To:Highland Dist:~.5	\$5,400,000					X	X	X	X	X
Fresno	FRE500455		Bullard	4 LU to 2 LD	From:Fruit To:Palm Dist:~.5	\$2,000,000							X	X	X
Fresno	FRE500576		Bullard	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	From:Blackstone To:Fresno Dist:~.5	\$2,050,000								X	X
Fresno	FRE500647		Bullard	2LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Grantland To:Bryan Dist:~.5	\$1,500,000		X	X	X	X	X	X	X	X
Fresno	FRE501715		Bullard	Extension of Bullard Avenue to Veterans Boulevard; 2 lane divided Bullard Avenue, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains,and traffic signal	From: Bullard Ave. north of Carnegie Ave. to Veterans Blvd.	\$5,117,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501746		Bullard	2 LU to 5 LU with bike lanes and sidewalk	From:Figarden To:Brawley Dist:0.2	\$600,000						X	X	X	X
Fresno	FRE500512		Bullard Diagonal	Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter	From:Carnegie To:Veterans Dist:~.6	\$1,860,000			X	X	X	X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Manning to Parlier	\$2,400,000					X	X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Huntsman to Dinuba	\$2,190,000						X	X	X	X
Fresno	FRE111343		California	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Fruite to Ventura	\$9,384,000						X	X	X	X
Fresno	FRE500487		California	Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter	From:Fowler To:Armstrong Dist:~.5	\$1,450,000							X	X	X
Fresno	FRE500657		California	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	From:Armstrong To:Temperance Dist:~.25	\$775,000							X	X	X
Fresno	FRE501747		California	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail	From: Fruit to Elm Dist: 1	\$3,100,000						X	X	X	X
Fresno	FRE501748		California	2 LU to 4LU with bike lanes, sidewalks, curb and gutter	From: Clovis to Preuss Dist: .12	\$492,000						X	X	X	X
Kerman	FRE501789		California	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to 0.25 Mile East	\$1,300,000					X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Sanger	FRE501805		California	Construct California Ave bridge over Fowler Switch Canal	California Avenue at Fowler Switch Canal (w/o Academy)	\$10,000,000					X	X	X	X	X	
Fresno	FRE500664		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Belmont To:Turner Dist.:12	\$492,000							X	X	X	
Fresno	FRE501749		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Tulare To:Belmont Dist:0.25	\$1,025,000						X	X	X	X	
Fresno	FRE190015		Central	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk	Cedar to Orange	\$3,340,000			X	X	X	X	X	X	X	
Fresno	FRE501493		Central	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	From: Cedar To: Maple	\$2,000,000						X	X	X	X	
Fresno County	FRE500473		Central	2 LU to 4 LD	Golden State Boulevard to Willow Avenue	\$1,577,000								X	X	
Fresno County	FRE500585		Central	2 LU to 4 LD	Willow Avenue to Clovis Avenue	\$4,731,000								X	X	
Fresno County	FRE500667		Central	2 LU to 4 LD	SR 99 SB off-ramp to Golden State Blvd.	\$356,000								X	X	
Fresno	FRE500577		Chestnut	3 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Barstow To:Bullard Dist.:5	\$1,500,000							X	X	X	
Fresno	FRE500670		Chestnut	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From:International To:Copper Dist: 0.5	\$1,550,000					X	X	X	X	X	
Fresno	FRE501750		Chestnut	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	From: Behymer To: International Dist: 0.5	\$1,450,000			X	X	X	X	X	X	X	
Fresno	FRE501751		Chestnut	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks	From:Herndon To: Shepherd Dist: 2	\$12,300						X	X	X	X	
Fresno County	FRE500456		Chestnut	2 LU to 4 LD	American Avenue to SR 99	\$3,154,000								X	X	
Fresno	FRE500671		Church	3 LD to 4 LD with bike lanes and sidewalks, curb and gutter	From:Sunnyside To:Fowler Dist: 5	\$1,550,000					X	X	X	X	X	
Fresno	FRE501752		Church	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Maple To: Willow Dist: 1	\$2,900,000						X	X	X	X	
Kerman	FRE501790		Church	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to Siskiyou	\$2,600,000									X	
Kerman	FRE501791		Church	Construct 2 LU Collector, Curb and Gutter, Streetlights	Madera to Vineland	\$2,300,000						X	X	X	X	
Fresno	FRE500586		Clinton	2 LU to 4LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Fowler Dist:1	\$2,900,000							X	X	X	
Fresno	FRE500675		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Brawley To:Marks Dist:1	\$3,000,000							X	X	X	
Fresno	FRE500676		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Polk To:Blythe Ave Dist:1	\$3,000,000							X	X	X	
Fresno	FRE500677		Clinton	2 LU to 4 LU with bike lanes, gutter, curb and sidewalks	From:Fowler To:Locan Dist:1.5	\$4,350,000							X	X	X	
Clovis	FRE500680		Clovis	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	From:Nees To:Teague Dist.:5	\$2,000,000			X	X	X	X	X	X	X	

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500681		Clovis	Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	From:Behymer To:Shepherd Dist:1.0	\$11,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500682		Clovis	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Behymer To:Copper Dist:1	\$13,000,000					X	X	X	X	X
Clovis	FRE500687		Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Sunnyside Dist:2.0	\$30,000,000						X	X	X	X
Fresno	FRE500684		Copper	2 LU to 4 LD with bikelane, sidewalk, curb & gutter	From:Chestnut To:Willow Dist: .5	\$1,550,000		X	X	X	X	X	X	X	X
Fresno	FRE500685		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Maple To:Chestnut Dist:.5	\$930,000					X	X	X	X	X
Fresno	FRE500686		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Cedar To:Chestnut Dist:1	\$4,100,000							X	X	X
Clovis	FRE500488		Dakota	Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501753		Dakota	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	From:Grantland To:Hayes Dist:1.0	\$2,000,000						X	X	X	X
Fresno	FRE500692		Dante	2 LU to 4 LU with bike lanes and sidewalks	From:Bullard To:Cornelia Dist:.4	\$1,640,000					X	X	X	X	X
Fresno	FRE500693		Dante	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Cornelia To:Salinas Dist:.3	\$600,000					X	X	X	X	X
Kerman	FRE501792		Del Norte	Construct 2 LU Collector, Curb and Gutter, Streetlights	Church to UPRR	\$2,300,000						X	X	X	X
Clovis	FRE500579		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Shaw To:Barstow Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500695		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500697		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Barstow To:Bullard Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500698		DeWolf	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From:Gould Canal To:Ashlan Dist:.25	\$2,500,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500699		DeWolf	2LU to 4LU, w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	From:Gettysburg To:Shaw Dist:.5	\$5,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500954		DeWolf	2LD to 2LD, Bike Lanes, Sidewalks, Street Lights	Intersection From:Teague To:Nees Dist:.5	\$200,000	X	X	X	X	X	X	X	X	X
Reedley	FRE500700		Dinuba	Dinuba Ave Widening Phase 1 - Minor roadway widening & reconstruction	From: Fisher To: Hemlock Ave	\$1,200,000			X	X	X	X	X	X	X
Selma	FRE500866		Dinuba	In Selma, on Dinuba Avenue from Golden State to Mitchell Avenue, widening of Dinuba Avenue on the north side of the roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Project will provide pedestrian walkways on the north side of the street and mitigate congestion at Golden State by providing for dedicated queing of traffic headed northbound on Golden State.	Dinuba Avenue- From: Golden State To: Mitchell	\$1,300,000					X	X	X	X	X
Fresno	FRE501754		El Paso	3 LU to 5 LU with sidewalk	From:Ingram To:Blackstone Dist:0.6	\$1,800,000						X	X	X	X
Fresno	FRE500711		Fancher Creek	Unconstructed to 2 LD	From:Renn To:Fowler Dist:.15	\$232,500		X	X	X	X	X	X	X	X
Fresno	FRE500712		Fancher Creek	Unconstructed to 3 LU including bike lanes, sidewalks and bridge at Fancher Creek FID Crossing	From:Fowler To:Armstrong Dist:.8	\$1,600,000							X	X	X
Clovis	FRE500708		Fowler	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Nees To:(Shepherd) Enterprise Bridge Dist:1	\$10,000,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500709		Fowler	2 LU to 4 LD with bike lanes, sidewalks, curb and gutter	From:Jensen To:Hamilton Dist:1.25	\$3,875,000							X	X	X
Fresno	FRE500710		Fowler	2 LU to 4 LD with bike lanes, sidewalks	From:Belmont To:Gould Canal Dist:3	\$9,300,000							X	X	X
Reedley	FRE500713		Frankwood	Roadway widening - 2 to 4 lanes	I Street to Floral Avenue	\$4,500,000					X	X	X	X	X
Fresno	FRE500715		Friant	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Shepherd To:Copper Dist:2.4	\$9,840,000							X	X	X
Fresno	FRE500718		G Street	Construct 4-lane facility on new alignment	From:Divisidero To:Belmont Dist:.6	\$1,860,000							X	X	X
Fresno	FRE500719		Garfield	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	From:Shields To:Herndon Dist:4	\$11,600,000							X	X	X
Clovis	FRE500563		Gettysburg	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:600 feet east Dist:.1	\$500,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042
Fresno	FRE501755		Herndon	2 LD to 6 LD with trail and sidewalk	From:Riverside To:Hayes Dist:0.5	\$2,050,000						X	X	X	X
Fresno	FRE501756		Herndon	3 LU to 4 LD with bike lane, trail and sidewalk	From:Parkway To:Golden State Dist:0.2	\$620,000						X	X	X	X
Fresno	FRE501757		Herndon	5 LD to 6 LD with sidewalk	From:Hayest To:Spruce Dist:0.6	\$2,460,000						X	X	X	X
Clovis	FRE500742		Highland	Unconstructed to 2L, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Gettysburg To:Shaw Dist:.5	\$5,500,000					X	X	X	X	X
Clovis	FRE500743		Highland	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	From:Dakota To:Ashlan Dist:.5	\$5,500,000					X	X	X	X	X
Kerman	FRE501793		Howard	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	California to Whitesbridge	\$5,600,000									
Fresno	FRE500744		Hughes	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	From: North To:Church Dist:1.5	\$3,000,000								X	X
Clovis	FRE500748		International	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1.0	\$8,000,000							X	X	X
Clovis	FRE501721		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:0.25	\$1,700,000							X	X	X
Clovis	FRE501722		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Marion Dist:0.5	\$3,400,000							X	X	X
Fresno	FRE501758		International	4 LU to 5LU with bike lanes and sidewalks, curb & gutter	From:Maple To:Chestnut Dist:0.1	\$300,000						X	X	X	X
Fresno County	FRE501738		Jayne	2 LU to 4 LD	Glenn Avenue to Interstate 5	\$304,000								X	X
Fresno	FRE501759		Jeanne	3 LU to 5 LU with bike lanes and sidewalk	From:Cornelia To:Ellery Dist:0.5	\$1,500,000						X	X	X	X
Fresno	FRE500749		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Fruit To:Martin Luther King Blvd Dist:1	\$3,700,000							X	X	X
Fresno	FRE500750		Jensen	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Orange To:Clovis Dist:3.5	\$16,450,000								X	X
Fresno	FRE500751		Jensen	4 LD to 6 LD with Class 1 bike path/trail	From:Clovis To:Temperance Dist:2	\$9,400,000							X	X	X
Fresno	FRE500752		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Marks To:Fruit Dist:1.5	\$5,550,000							X	X	X
Kingsburg	FRE500367		Kamm	Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU	From:Golden State Blvd To:10th Ave Dist:1	\$1,250,000					X	X	X	X	X

Regionally Significant Project Listing

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Fresno	FRE500566		McKinley	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	From:Fowler To:Temperance Dist:1	\$3,000,000								X	X
Fresno	FRE500589		McKinley	2 LU to 4 LD with bike lanes, sidewalks	From:Temperance To:Locan Dist:.5	\$1,550,000							X	X	X
Fresno	FRE501763		McKinley	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From:Polk To:Blythe Dist:1.0	\$3,100,000					X	X	X	X	X
Fresno	FRE501764		McKinley	1 LU to 2 LD Westbound with bike lanes, curb, gutter, sidewalk	From: Hughes To: Marks Dist: .5	\$3,000,000							X	X	X
Fresno	FRE501765		McKinley	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Blythe To:West Dist:2.5	\$7,750,000					X	X	X	X	X
Fresno County	FRE150057		Millerton	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Friant to Table Mountain	\$28,266,000					X	X	X	X	X
Clovis	FRE500401		Minnewawa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Bridge at Enterprise Canal, and Signals at Copper and International	From:Behymer To:International Dist:0.5	\$5,000,000					X	X	X	X	X
Clovis	FRE500463		Minnewawa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	From:Shepherd To:Behymer Dist:1	\$8,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500480		Minnewawa	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Fir To:Alluvial Dist:.6	\$3,000,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500403		Minnewawa	Unconstructed to 3 LU with bike lanes, gutter, curb and sidewalks	From:Grove To:Church Dist:.3	\$600,000							X	X	X
Kerman	FRE501796		Modoc	Construct 2 LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	UPRR to Whitesbridge	\$4,600,000					X	X	X	X	X
Fresno County	FRE092517	20300000577	Mountain View	Mountain View Ave.: From Bethel to e/o Smith (Tulare County Line); widen from 2 LU to 4 LD. (Measure C Project I in the Rural Regional Program)	Bethel to Tulare County Line	\$24,848,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501766		Muscat	New 3 LU with bike lanes, sidewalks, curb and gutter	From: Fig To: Elm Dist: .5	\$1,000,000					X	X	X	X	X
Selma	FRE500790		Nebraska	Located in Selma on Nebraska Avenue from Highway 43 to 2nd Street, rehabilitate and widen roadway from 2-lane rural roadway to a 4-lane arterial with bike lanes and sidewalks, providing enhanced access to downtown Selma from Highway 43 and relieve congestion at the Thompson/Highland intersection.	Nebraska- From: Hwy 43 To: 2nd Street	\$1,200,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Clovis	FRE170003		Nees	On Nees Ave from Minnewawa to Clovis Ave; road widening and reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, adjusting existing utilities, modifying existing traffic signal signalization, installing traffic striping, markings and signage, and street lights.	Minnewawa to Clovis Ave	\$1,961,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE500407		Nees	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Temperance To:Locan Dist:.5	\$4,500,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE500408		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	From:Armstrong To:Temperance Dist:.50	\$5,000,000			X	X	X	X	X	X	X	
Clovis	FRE500410		Nees	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	From:Clovis To:Fowler Dist:.50	\$5,000,000			X	X	X	X	X	X	X	
Clovis	FRE500411		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:.50	\$4,500,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE500412		Nees	2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Fowler To:Armstrong Dist:.5	\$5,500,000					X	X	X	X	X	
Clovis	FRE500413		Nees	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Alluvial Alignment Dist:.50	\$5,000,000			X	X	X	X	X	X	X	
Fresno	FRE501767		Nees	3 LD to 4 LD with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.1	\$310,000						X	X	X	X	
Fresno	FRE500414		Neilson	Unconstructed to 3 LU with bike lanes, sidewalks	From:Blythe To:Brawley Dist:.5	\$1,000,000								X	X	
Kerman	FRE501797		Nielsen	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Madera to Sycamore	\$7,800,000										
Fresno	FRE500418		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From:Cedar To:Chestnut Dist:1	\$3,000,000								X	X	
Fresno	FRE500481		North	Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks	From:Orange To:Cedar Dist:.5	\$2,050,000								X	X	
Fresno	FRE501768		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Elm To: Hwy 41 Dist: .25	\$1,025,000						X	X	X	X	
Fresno	FRE501769		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Chestnut To: Willow Dist: .5	\$2,050,000						X	X	X	X	

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Facility Name/Route	Type of Improvement	Project Limits		2020	2021	2023	2024	2026	2029	2031	2037	2042
Clovis	FRE500435		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:.5	\$3,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE501726		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis to:Sunnyside Dist:.5	\$3,000,000	X	X	X	X	X	X	X	X	X
Coalinga	FRE501737		Phelps	Demolition of existing roadway, complete roadway reconstruction, curb and gutter, sidewalk, curb ramps, street lights, class I mulit-trail, traffic striping and traffic signage	From:Posa Chanet Blvd to City Limits	\$1,200		X	X	X	X	X	X	X	X
Clovis	FRE501727		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:WILLOW TO:PEACH DIST:0.25	\$1,500,000			X	X	X	X	X	X	X
Clovis	FRE501728		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PEACH TO:MINNEWAWA DIST:0.25	\$1,500,000			X	X	X	X	X	X	X
Fresno	FRE190002		Polk	Westside widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage & striping	Gettysburg to Shaw	\$4,197,000			X	X	X	X	X	X	X
Fresno	FRE500436		Polk	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	From:Bullard To:Herndon Dist:1	\$2,900,000							X	X	X
Fresno	FRE500437		Polk	Widen from 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From:Olive To:McKinley Dist:.5	\$1,550,000							X	X	X
Fresno	FRE500438		Polk	Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter	From:Olive To:Belmont Dist:.5	\$1,550,000								X	X
Fresno	FRE500439		Polk	NB 1 LU to 2 LD, and Acacia to Gettysburg SB 1 LU to 2 LD with bike lanes and sidewalks, curb, gutter	From:Gettysburg To:Shaw Dist:.5	\$1,550,000							X	X	X
Fresno	FRE500440		Polk	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:McKinley To:Shields Dist:1	\$3,100,000								X	X
Fresno	FRE500441		Polk	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:Shields To:Gettysburg Dist:1.5	\$4,650,000								X	X
Clovis	FRE501729		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PEACH TO:MINNEWAWA DIST:0.5	\$3,000,000			X	X	X	X	X	X	X
Clovis	FRE501730		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:WILLOW TO:PEACH DIST:0.25	\$1,500,000			X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042
Fresno	FRE500642		Riverside	2 LU to 4 LU with sidewalks, bike lanes, curb & gutter	From:Herndon To:Spruce Dist::3	\$1,230,000					X	X	X	X	X
Fresno	FRE500472		Riverside (Bullard Diag)	2 LD to 4 LD with bike lane and sidewalk, curb & gutter	From:Cresta To:Veterans Dist::2	\$1,550,000		X	X	X	X	X	X	X	X
Fresno	FRE500646		Riverside (Bullard Diag)	2 L to 4 LD with bike lanes, sidewalks	From:Herndon To:Cresta Dist:.6	\$1,860,000		X	X	X	X	X	X	X	X
Fresno	FRE501774		Roeding	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From:Kearney To:Nielsen Dist:0.35	\$1,085,000						X	X	X	X
Fresno	FRE500447		Shaw	4 LD to 6 LD (retrofit)	From:Blythe To:Brawley Dist:0.5	\$2,050,000							X	X	X
Fresno	FRE500482		Shaw	2 LU to 6 LD	From:Veterans Blvd To:Golden State Dist::.8	\$3,280,000							X	X	X
Fresno	FRE500591		Shaw	2 LU to 4 LD with bike lanes, sidewalks	From:Garfield To:Veterans Blvd Dist::.8	\$3,000,000							X	X	X
Fresno	FRE501078		Shaw	2 LU to 4 LD with bike lanes, sidewalks, curb & gutter, traffic signals and synchronization	From:Garfield To:Polk Dist:2	\$6,200,000							X	X	X
Fresno	FRE501775		Shaw	3 LD to 4 LD with bike lanes and sidewalk	From:Polk To:Cornelia Dist:0.5	\$1,550,000						X	X	X	X
Fresno	FRE501776		Shaw	4 LD to 6 LD with bike lanes and sidewalk	From:Cornelia To:Brawley Dist:1.0	\$4,100,000						X	X	X	X
Fresno County	FRE500448		Shaw	2 LU to 4 LD	McCall Avenue to Academy Avenue	\$13,140,000								X	X
Clovis	FRE500492		Shepherd	2LU to 3LD, Sidewalks, Bike Lanes, Street Lgihts, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	\$10,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500493		Shepherd	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Tollhouse To:Del Rey Dist:1.5	\$20,000,000							X	X	X
Clovis	FRE500494		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	From:Willow To:Clovis Dist:1.5	\$14,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500496		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	From:Temperance To:Dewolf Dist:1	\$10,000,000					X	X	X	X	X
Clovis	FRE500498		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	\$9,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500499		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	From:Fowler To:Armstrong Dist:.5	\$6,000,000					X	X	X	X	X
Clovis	FRE500500		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:Temperance Dist:.5	\$5,000,000					X	X	X	X	X
Fresno	FRE500495		Shepherd	2 LD to 4 LD with sidewalks, curb & gutter	From:Chestnut To:Willow Dist:.5	\$930,000						X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Fresno	FRE500497		Shepherd	3 LD to 4 LD with bike lanes and sidewalks, curb & gutter	From:Cedar To:Maple Dist:.5	\$620,000							X	X	X	
Fresno	FRE500503		Shields	3 LD to 4 LD with bike lanes, gutter, curb and sidewalks	From:Sunnyside To:Fowler Dist:.4	\$1,240,000					X	X	X	X	X	
Fresno	FRE500449		Sierra	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Bullard Diagonal To:Carnegie Dist:.3	\$600,000							X	X	X	
Fresno	FRE500505		Sierra	2 LU to 4 LU	From:SR 41 Bridge To:Fresno St Dist:.2	\$580,000							X	X	X	
Fresno	FRE501777		Sierra	2 LU to 4 LU with bike lanes and sidewalk	From:Blackstone To:Fresno Dist:0.5	\$1,450,000						X	X	X	X	
Kingsburg	FRE500466		Sierra	2 LU to 4 LU	From:Bethel Ave To:Sixth St Dist:.8	\$1,250,000					X	X	X	X	X	
Fresno	FRE500506		Sierra/Dante	2 LU to 5 LU with bike lanes, sidewalks, curb & gutter	From:Polk To:Escalon Dist:.5	\$1,450,000							X	X	X	
Kerman	FRE501798		Siskiyou	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	0.25 Mile S/O Jensen to Jensen	\$1,300,000										
Fresno	FRE501778		Sommerville	3 LD to 4 LD w/ BL, G, C, SW	From:Plymouth To:Chestnut Dist:0.2	\$620,000						X	X	X	X	
Fresno	FRE500509		Spruce	Unconstructed 5 LU with bike lanes, gutter, curb and sidewalks.	From:Riverside To: Strother Dist: .25	\$1,500,000							X	X	X	
Orange Cove	FRE501800		SR 63, Hills Valley Road	Widen to 4-lane arterial and rehabilitate roadway	From Park to Clayton	\$3,500,000									X	
Kingsburg	FRE500450		Stroud	In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes	From:10th To:Simpson Dist:N/A	\$1,250,000							X	X	X	
Orange Cove	FRE500893		Sumner	Widen to 4-lane collector and rehabilitate roadway	From Monson to Anchor	\$1,750,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE500524		Sunnyside	2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic	From:Bullard To:Tollhouse Dist:.2	\$700,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE501731		Sunnyside	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Utility Relocation	From:Shepherd To:Perrin Dist:.0.5	\$3,000,000	X	X	X	X	X	X	X	X	X	
Fresno	FRE500523		Sunnyside	Unconstructed to 3 LU with bike lanes, sidewalks curb and gutter	From:Clinton To:Fowler & Weldon Dist: 0.3	\$600,000							X	X	X	
Fresno	FRE500544		Sunnyside McKinley Connector	Unconstructed to 3 LU with bike lanes, sidewalks	From:Sunnyside To:Fowler Dist:.5	\$1,000,000							X	X	X	
Coalinga	FRE500916		Sunset	On Sunset Street and Van Ness Street-construct single lane roundabout	From:Sunset Street To:Van Ness Ave Dist:.1	\$1,000,000	X	X	X	X	X	X	X	X	X	
Clovis	FRE501732		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.25	\$1,500,000			X	X	X	X	X	X	X	

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Clovis	FRE501733		SYLMAR	Unconstructed to 2LU, w/ 2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.5	\$2,600,000			X	X	X	X	X	X	X	
Clovis	FRE501734		Teague	Unconstructed to 2LU, w/ 2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From:Marion To:Fowler Dist:0.75	\$8,000,000					X	X	X	X	X	
Fresno	FRE501779		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.5	\$1,500,000						X	X	X	X	
Fresno	FRE501780		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Maple To:Chestnut Dist:0.3	\$900,000						X	X	X	X	
Fresno	FRE500526		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Belmont To:Dakota Dist:2.5	\$11,750,000								X	X	
Fresno	FRE500527		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Jensen To:Belmont Dist:3	\$14,100,000								X	X	
Clovis	FRE500528		Thompson	Unconstructed to 5LU, w/ 2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Shaw Dist:1	\$10,000,000					X	X	X	X	X	
Clovis	FRE500468		Tollhouse	2LU to 3LU, W/2WLT, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Shepherd Dist:2.3	\$18,000,000	X	X	X	X	X	X	X	X	X	
Huron	FRE500808		Tornado	Tornado Ave from Lassen Ave to Azteca Blvd - Construction of new 2 lane collector street	From:Lassen To:Azteca	\$950,000	X	X	X	X	X	X	X	X	X	
Huron	FRE501787		Tornado	Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street	From:Azteca To:O St	\$1,200,000					X	X	X	X	X	
Huron	FRE501788		Tornado	Tornado Ave from Lassen Ave to Granada St - Construction of new 2 lane collector street	From:Lassen To:Granada	\$900,000				X	X	X	X	X	X	
Fresno	FRE500530		Tulare	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Argyle Dist:.3	\$900,000					X	X	X	X	X	
Fresno	FRE500532		Valentine	2 LU to 4LU with bike lanes, sidewalks, curb, gutter	From:Weber To:Ashlan Dist:.3	\$870,000							X	X	X	
Fresno	FRE500571		Valentine	2 LU to 4 LU with bike lanes, sidewalks	From:Ashlan To:Gettysburg Dist:.5	\$2,050,000							X	X	X	
Fresno	FRE501781		Valentine	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	From:Nielsen To:Franklin Dist:0.4	\$800,000						X	X	X	X	
Fresno	FRE111312	20300000726	Ventura	Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program)	SR 41 to SR 99	\$3,427,000						X	X	X	X	

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2029	2031	2037	2042	
Fresno	FRE111328	20300000735	Veterans	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6LD Veterans Blvd., 2 lanes connecting streets to Golden State	From: Bullard/Riverside to Barstow/Bryan	\$91,169,000			X	X	X	X	X	X	X	
Fresno	FRE111329	20300000736	Veterans	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2LD Phase 2 – Bridge over UPRR & CHSRA tracks at HWY 99; bridge structure with 6 LD Veterans Blvd. 2LD Veterans Blvd from Riverside Dr to new HWY99 bridge Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 LD, and transitional street improvements to Shaw Ave.	From: Shaw to Barstow/ Bryan and Bullard/Riverside to Herndon	\$45,940,000		X	X	X	X	X	X	X	X	
Fresno	FRE190016		Veterans	Phase 4b - Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 LD, and transitional Herndon Ave street improvements.	Riverside/Bullard to Herndon	\$7,491,000			X	X	X	X	X	X	X	
Fresno	FRE500535		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Browning To:Bullard Dist:.25	\$1,175,000					X	X	X	X	X	
Fresno	FRE500537		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Holland To:Barstow Dist:1.3	\$3,240,000							X	X	X	
Fresno	FRE500562		Veterans	Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail	From: Bullard To: Riverside Dist: .6	\$2,530,000						X	X	X	X	
Fresno	FRE501782		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From: Hayes To: Herndon Dist: .7	\$4,520,000						X	X	X	X	
Clovis	FRE500538		Villa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Herndon Ave To:Fir Dist:.1	\$1,000,000					X	X	X	X	X	
Clovis	FRE501735		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.25	\$1,500,000			X	X	X	X	X	X	X	
Clovis	FRE501736		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.25	\$1,500,000			X	X	X	X	X	X	X	
Fresno	FRE500541		Walnut Connector	Unconstructed to 4 LD with bike lanes and sidewalks	From:Fresno To:Walnut Dist:1.1	\$3,410,000							X	X	X	
Fresno	FRE500543		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Marty To:Clinton Dist:2.1	\$6,510,000							X	X	X	
Fresno	FRE501783		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Brawley To:Marty Dist:0.5	\$1,550,000						X	X	X	X	

Federally-Funded Non-Regionally Significant Project Listing

			Description													
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2020	2021	2023	2024	2026	2027	2029	2031	2037	2042
Clovis	FRE111373	20300000774	N Leonard Ave	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	Intersection Leonard Avenue to Over Enterprise Canal	\$1,467,000			X	X	X	X	X	X	X	X
Clovis	FRE150054		Owens Mountain Parkway	Constructing a new street, asphalt concrete, aggregate base, constructing a box culvert bridge, adjusting manholes & water valves, striping, curb & gutter, and a raised median.	East of Temperance to Enterprise Canal	\$1,403,706	X	X	X	X	X	X	X	X	X	X
Clovis	FRE150002	20300000868	Peach	Widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Vartikian to Palo Alto	\$226,875	X	X	X	X	X	X	X	X	X	X
Clovis	FRE170005		Villa- Minnewawa	Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Herndon Ave to Alluvial	\$2,191,000		X	X	X	X	X	X	X	X	X

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP496	5	Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems.	From: N/A To: N/A Dist: N/A	\$6,361	1.15
Caltrans	LSTMP499	5	Near Mendota on Interstate 5, at Tumey Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project)	From: N/A To: N/A Dist: N/A	\$16,531	1.19
Caltrans	LSTMP685	5	Near Mendota, from north of Three Rocks Rd to south of Panoche Rd; Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	From: N/A To: N/A Dist: N/A	\$47,710	1.10
Caltrans	LSTMP718	5	Interstate 5 near Los Banos, from Shields Avenue to Merced County line (PM 66.159). Rehabilitate pavement, install Transportation Management System(TMS) elements, and upgrade signs, guardrail, and lighting.	From: Shields Ave To: Merced County Line Dist: 6.10	\$20,750	1.10
Caltrans	LSTMP498	33	Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards.	From: Morris Kyle Dr To: Clyde Fannon Dr Dist: 1.6	\$4,417	3.02
Caltrans	LSTMP588	33	Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete.	From: N/A To: N/A Dist: N/A	\$5,845	1.19
Caltrans	LSTMP716	33	Rte 33 in and near Coalinga, from south of Merced Ave to north of Cambridge Ave. Rehabilitate pavement, replace signs, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and install Transportation Management System (TMS) elements. [Long Lead Project]	From: Merced Ave To: Cambridge Ave Dist: 2.0	\$16,500	1.10
Caltrans	LSTMP717	33	Rte 33 in and near Firebaugh, from Morris Kyle Drive to 0.6 mile north of Clyde Fannon Drive. Rehabilitate roadway, replace signs, install Transportation Management System (TMS) elements, upgrade guardrail, and rehabilitate drainage systems.	From: Morris Kyle To: Clyde Fannon Dist: 2.10	\$19,361	1.10
Caltrans	LSTMP570	41	On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly.	From: Golden State Blvd To: Broadway Dist: N/A	\$9,922	1.10
Caltrans	LSTMP609	41	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	From: N/A To: N/A Dist: N/A	\$20,424	1.07
Caltrans	LSTMP625	41	Highway 41 near Fresno, from the northbound Ashlan Ave onramp to the northbound Shaw Av offramp; Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue offramp.	From: Ashlan To: Shaw Dist: .70	\$22,957	1.07
Caltrans	LSTMP626	41	On SR41 in the city of Fresno, from 0.1 mile south of Jensen Ave Overcrossing to Alluvial Ave Undercrossing; Replace irrigation system with a water efficient system.	From: Jensen Ave To: Alluvial Ave Dist: 10	\$2,590	4.09
Caltrans	LSTMP650	41	Highway 41 in Fresno, at the westbound 180 connector ramp; install concrete barrier.	From: 41 To: 180 connector ramp Dist: N/A	\$865	1.09
Caltrans	LSTMP684	41	Near Easton, from Elkhorn Ave to North Ave; Construct rumble strips.	From: N/A To: N/A Dist: N/A	\$2,930	1.11
Caltrans	LSTMP708	41	On SR 41 near Camden, from 0.2 mile south to 0.2 miles north of Mount Whitney Ave; Construct roundabout.	From: .2 m s/o Mount Whitney To: .2 m n/o Mount Whitney Dist: .4	\$13,750	1.07
Caltrans	LSTMP709	41	On SR 41 near Wildflower, from 0.3 mile south to 1.0 mile north of East Elkhorn Ave; Construct roundabout	From: .3 m s/o Elkhorn To: .3 m n/o Elkhorn Dist: N/A	\$13,600	1.07
Caltrans	LSTMP713	41	SR 41 in the city of Fresno, from Ventura Ave Viaduct to Friant Rd; Construct Maintenance Vehicle Pullouts (MVPs), access gates, relocate irrigation facilities, and pave beyond gore	From: Ventura Ave Viaduct To: Friant Rd Dist: 8.6	\$10,776	1.20
Caltrans	LSTMP593	43	Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	From: Kings County Line To: E. Mountain View Dist: 7.3	\$2,000	1.11
Caltrans	LSTMP497	99	Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems.	From: American Ave To: N of Tulare Kings River Bridge Dist: 15.24	\$4,653	1.10

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP502	99	Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation.	From: Route 201 To: Second St Dist: N/A	\$47,342	1.10
Caltrans	LSTMP594	99	Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards.	From: Rose To: Merced Dist: 32.4	\$99,925	1.10
Caltrans	LSTMP630	99	On Hwy 99 in Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Environmental engineering for Modifying interchanges. [PPNO6288 combines PA&ED for 3 interchange projects including FRE111355 (CTIPS 20300000756) and FRE111352 (CTIPS 20300000752)]	From: American To: North Dist: N/A	\$3,000	4.05
Caltrans	LSTMP665	99	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges. (Long Lead Project)	From: El Dorado To: Clinton Dist: 3.2	\$367,300	1.10
Caltrans	LSTMP692	99	In Fresno, at the Route 99/180 Intersection; Install concrete guardrail.	From: Hwy 99 To: Hwy 180 Dist: N/A	\$1,758	1.09
Caltrans	LSTMP714	99	On Hwy 99 in the city of Fresno, from north of Jensen Ave to north of Stanislaus St Overcrossing; also on Routes 41, 168, and 180 at various locations. Upgrade existing irrigation system to use recycled water.	From: Jensen To: Stanislaus Dist: 2.1	\$16,921	4.09
Caltrans	LSTMP652	145	SR 145 Near Helm, from Kamm Ave to Manning Ave. Pavement rehabilitation.	From: Kamm Ave To: Manning Ave Dist: 5.9	\$10,750	1.10
Caltrans	LSTMP686	145	Hwy 145 near Kerman, from Rte 5 to Church Ave; Construct centerline and shoulder rumble strips.	From: Route 5 To: Church Ave Dist: N/A	\$5,780	1.11
Caltrans	LSTMP586	168	Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip.	From: N/A To: N/A Dist: N/A	\$2,003	1.11
Caltrans	LSTMP608	168	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete	From: Sample Rd To: Oak Creek Rd Dist: 14.6	\$12,026	1.10
Caltrans	LSTMP629	168	In Fresno and Clovis, at various locations between Route 180/168 Separation and Shepherd Ave: Replace black potable water irrigation valves with purple scrubber valves for recycled irrigation water.	From: 180 To: Shepherd Dist: N/A	\$2,349	4.09
Caltrans	LSTMP694	168	Highway 168 near Shaver Lake, from 0.4 mile west to 0.2 mile west of Huntington Lake Road. Repair slipout.	From: 0.4m w/o Huntington Lake Rd To: 0.2m w/o Huntington Lake Rd Dist: .2	\$1,330	1.12
Caltrans	LSTMP715	168	Hwy 168 in and near Clovis, from Fowler Ave to east of Warbler Lane near Shaver Lake (PM R8.28/45.8) at various locations. Rehabilitate drainage systems. [Long Lead Project]	From: Fowler Ave To: Warbler Ln Dist: 37.5	\$28,170	1.10
Caltrans	FRE130063	180	In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting. (Measure C Project B3 in the Urban Regional Program)	From: Brawley To: Teilman Dist: 2.60	\$6,445	4.09
Caltrans	LSTMP500	180	On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade.	From: N/A To: N/A Dist: N/A	\$5,384	1.09
Caltrans	LSTMP672	180	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road; import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway.	From: 19.6 m e/o Rt. 198 To: 20.9 m. e/o Hume Lake Rd Dist: 7.6	\$2,295	1.12
Caltrans	LSTMP693	180	On Hwy 180 near Rolinda, from 0.3 mile west to 0.3 mile east of Dickenson Ave; Construct roundabout	From: .3 m w/o Dickenson To: .3 m e/o Dickenson Dist: .7	\$12,080	1.07
Caltrans	LSTMP744	180	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	From: Clovis Ave To: Temperance Ave Dist: 2.4	\$7,070	1.09
Caltrans	LSTMP587	198	Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems.	From: N/A To: N/A Dist: N/A	\$3,472	1.10
Caltrans	LSTMP627	198	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	From: Various To: Various Dist: N/A	\$24,560	1.10
Kingsburg, City of	LSTMP731	12th Ave	Eastside of 12th Ave from Stroud Ave to 143' s/o Aslan Way; Construct sidewalk (TC)	From: Stroud Ave To: Aslan Way Dist: N/A	\$87	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Kingsburg, City of	LSTMP637	18th Ave	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	From: Sierra To: Stroud Dist: N/A	\$314	3.02
Kingsburg, City of	LSTMP737	18th Ave	West-side of 18th Ave from Stroud Ave to Klepper St; Construct new sidewalks	From: Sierra To: Stroud Dist: N/A	\$158	3.02
Firebaugh, City of	FRE190004	8th St	8th Street from P St to SR33; Rehab and Construction of pedestrian facilities, including sidewalks, curb, gutter, and ramps	From: P St To: SR33 Dist: N/A	\$343	3.02
Fresno, City of	LSTMP550	Abby St	Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Divisadero To: Olive Dist: 1	\$1,524	1.10
Sanger, City of	FRE070617	Academy Ave.	Academy Ave between North and 11th. Combination overlay/reconstruction and widening to add turn lanes.	From: North To: 11th Dist: N/A	\$5,150	1.10
Orange Cove, City of	FRE150013	Adams	Adams Avenue from Friant-Kern Canal to Hills Valley Road; Reconstruction of existing pavement, including installation of asphalt concrete dikes, installation of street lights and pavement striping and markings.	From: Friant-Kern Canal To: Hills Valley Road Dist: .11	\$208	1.10
Fowler, City of	LSTMP613	Adams Ave	Adams Ave from 5th St to Merced St; Rehabilitation of pavement and pedestrian facilities	From: 5th St To: Merced St Dist: N/A	\$499	1.10
Fowler, City of	LSTMP660	Adams Ave	Adams Ave from Merced St to Temperance Ave; Pavement and pedestrian facility rehabilitation	From: Merced St To: Temperance Ave Dist: 0.45	\$922	1.10
Fresno County	FRE150024	Adams Ave	Adams Avenue from Cherry Avenue to Clovis Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way.	From: Cherry Ave To: Clovis Ave Dist: 4.54	\$1,750	1.04
Orange Cove, City of	LSTMP519	Adams Ave	Adams Ave from Jacobs Ave (Center St) to 4th St; Reconstruct/repave road with aggregate base and hot mix asphalt, replacement of existing damaged curb and gutter, miscellaneous concrete repairs, and construction of curb ramps where they are non-compliant	From: Jacobs Ave To: 4th St Dist: .22	\$388	1.10
Fresno County	LSTMP450	Adams Ave.	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project.	From: Over Fowler Switch Canal To: 0.33 Miles West of McCall Ave. Dist: N/A	\$296	4.01
Parlier, City of	LSTMP638	Alley s/o Chavez Elementary	Alley South of Chavez Elementary School between J St and H St; Alley paving and valley gutter installation	From: J St To: H St Dist: N/A	\$251	1.10
Fresno County	FRE130007	American Ave	American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard.	From: SR 99 To: Temperance Ave Dist: 3	\$2,833	1.10
Fresno County	LSTMP534	American Ave	American Ave from Madera Ave to Placer Ave; Shoulder improvements - construct 4ft wide paved shoulders on each side of existing 24ft travel way.	From: Madera Ave To: Placer Ave Dist: 5.9	\$2,610	1.04
Clovis, City of	LSTMP561	Armstrong Ave	Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Barstow Ave To: Bullard Ave Dist: 0.5	\$866	1.10
Fresno, City of	LSTMP558	Ashlan Ave	Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: First St To: Millbrook Ave Dist: 0.5	\$566	1.10
Fresno, City of	LSTMP645	Ashlan Ave	ITS Ashlan Ave from Cornelia Ave to Blackstone Ave; Install ITS synchronization, communications, 2070L controllers, cameras, detection, vaults and cabinets	From: Cornelia Ave To: Blackstone Ave Dist: 5	\$1,954	5.07
Clovis, City of	LSTMP618	Barstow Ave	Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping	From: Minnewawa To: Clovis Dist: .5	\$579	1.10
Fresno, City of	LSTMP723	Barton Ave / Florence Ave	Eastside of Barton Ave from Church to Florence, and Florence Ave from Barton to 105 ft w/o Jackson; Install sidewalk, curb ramps, curb and gutter.	From: Church / Barton To: Florence / Jackson Dist: N/A	\$361	3.02
Fresno, City of	LSTMP556	Belmont Ave	Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Cedar Ave To: Chestnut Ave Dist: 1	\$1,418	1.10
Sanger, City of	LSTMP542	Bethel	Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk.	From: Annadale Ave To: North Ave Dist: 0.5	\$440	3.02
Fresno County	LSTMP675	Biola Ave	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Install sidewalk, curb ramps, and curb and gutter.	From: Shaw Ave To: G St Dist: N/A	\$1,364	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Mendota, City of	LSTMP605	Black/5th	Reconstruct 5th Street from Oller (SR 180) to Quince St, and Black Ave from Rowe Ave to Sorensen Ave, including upgrades to curb, gutter, sidewalk, curb ramps, drive approaches, and alley approaches. (TC)	From: Rowe/Oller To: Sorenson/Quince Dist: N/A	\$697	1.10
Fresno, City of	LSTMP549	Blackstone Ave	Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Dakota Ave To: Ashlan Ave Dist: .50	\$2,232	1.10
Fresno, City of	LSTMP711	Blackstone Ave	Blackstone Ave from Minarets to Nees; AC Overlay, Class II bike lane, sidewalk, curb ramps, curb, gutter, signage, striping, signal loops	From: Minarets To: Nees Dist: .64	\$3,141	1.10
Fresno, City of	LSTMP720	Blackstone Ave	Blackstone: McKinley to Shields; Class IV protected bike lane, traffic calming, curb ramp and median nose recon, bus stop platforms, signing and striping.	From: McKinley To: Shields Dist: N/A	\$2,055	3.02
Fresno, City of	LSTMP546	Blackstone/Abby Ave	Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor.	From: Divisadero To: McKinley Dist: 1.5	\$1,657	5.07
Fresno, City of	LSTMP545	Blackstone/Friant	Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor.	From: McKinley To: Shepherd Dist: 7.2	\$2,772	5.07
Fresno, City of	LSTMP617	Bullard Ave	Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signange, striping, and Class II bike lane	From: First To: Cedar Dist: 1	\$1,934	1.10
Fresno, City of	FRE190020	Cedar	Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops	From: Church To: Jensen Dist: .56	\$1,877	1.10
Fresno, City of	LSTMP662	Chestnut Ave	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping	From: Kings Canyon To: Butler Dist: 0.5	\$2,084	1.10
Clovis, City of	LSTMP616	Clovis Ave	Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Nees Ave To: Alluvial Ave Dist: .5	\$1,040	1.10
Fresno, City of	LSTMP537	Clovis Ave	Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: McKinley Ave To: Dayton Ave Dist: 1.25	\$2,505	3.02
Coalinga, City of	LSTMP725	Coalinga Trail	North Coalinga from Coalinga Sports Complex east to a former rail line terminating downtown at First St. and between Elm and Forest Avenues (south); Construct 14'-wide bicycle/pedestrian trails to complete approximately 1.6 miles (8,300 linear feet) of Coalinga's perimeter trail and loop-and-spur network. (TC)	From: Coalinga Sports Complex To: First St Dist: N/A	\$1,498	3.02
Orange Cove, City of	LSTMP548	D Street	D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street.	From: 9th Street To: Center Street Dist: 0.12	\$86	3.02
Selma, City of	LSTMP585	E. Floral Ave	East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Rehabilitation by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay	From: UPRR To: McCall Ave Dist: 0.7	\$1,117	1.10
Fresno County	LSTMP447	E. Lincoln	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.5 Mile E. of Leonard Ave. Dist: N/A	\$296	4.01
Fresno County	LSTMP284	E. Lincoln Ave.	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A	\$1,880	1.19
Reedley, City of	LSTMP541	East Ave	East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards.	From: Lincoln Ave To: August Ave Dist: .36	\$538	3.02
Orange Cove, City of	FRE190005	East Railroad	East Railroad Ave from Thirds St to 200' West; Replace existing culverts, construct paving and install storm drain pipeline	From: Third St To: 200' West Dist: .19	\$136	1.10
Clovis, City of	LSTMP530	Enterprise Canal	Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168.	From: Alluvial Ave To: Tollhouse Rd Dist: .25	\$9,380	3.02
Sanger, City of	LSTMP622	Faller Ave	Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping	From: Church Ave To: Florence Ave Dist: .24	\$520	1.10
Fresno, City of	LSTMP553	First St	First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Alluvial Ave To: Herndon Ave Dist: 0.60	\$995	1.10
Fresno, City of	LSTMP668	First Street	First Street from Ventura Ave to Nees Ave; Upgrade pedestrian countdown equipment at Twenty-two (22) signalized intersections	From: Ventura Ave To: Nees Ave Dist: N/A	\$270	1.06

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Clovis, City of	LSTMP699	Fowler Ave	Fowler Ave from Alluvial Ave to Nees Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Alluvial To: Nees Dist: N/A	\$1,197	1.10
Clovis, City of	LSTMP741	Fowler Ave	Fowler Ave from Ashlan Ave to City Limit; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Ashlan Ave To: City Limit Dist: N/A	\$550	1.10
Fresno, City of	LSTMP736	Friant Ave	Friant Ave from Shepherd to Copper River; install Adaptive ITS System, upgrade detection, and synchronize corridor	From: Shepherd To: Copper River Dist: N/A	\$2,240	5.07
Fresno, City of	LSTMP551	Friant Rd	Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Champlain To: Shepherd Dist: 0.80	\$1,063	1.10
Fresno County	LSTMP510	G Street	G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. (TC)	From: 5th Street To: 7th Street Dist: N/A	\$638	3.02
Fresno County Transportation Authority	FRE111334	Golden State	Corridor Improvements from American to Tulare County Line (Measure C Project F in the Rural Regional Program)	From: American To: Tulare County Line Dist: N/A	\$53,724	4.09
Fowler, City of	LSTMP674	Golden State Blvd	Westside of Golden State Blvd from Adams to Clayton; Construct a Class I Bike and Pedestrian path	From: Adams To: Clayton Dist: N/A	\$269	3.02
Fowler, City of	FRE130043	Golden State Boulevard	Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path	From: Manning Ave To: South Ave Dist: 1.08	\$227	3.02
Fowler, City of	FRE090123	Golden State Corridor	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	From: unknown To: unknown Dist: N/A	\$298	3.02
Fresno County	LSTMP643	Goodfellow Ave	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: 0.71 E/O Channel Rd To: Reed Ave Dist: 4	\$4,425	1.04
Sanger, City of	LSTMP615	Greenwood Ave	In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping.	From: Jensen Ave To: Canal Dr Dist: .45	\$827	1.10
Fresno County	LSTMP722	Grove Ave / Valentine Ave	Grove Ave from Prospect to Valentine, and Valentine Ave from Grove Ave to North Ave; Install asphalt concrete pedestrian pathways and appropriate signage. (TC)	From: Prospect / Grove To: Valentine / North Dist: N/A	\$548	3.02
Fresno, City of	LSTMP579	Herndon Ave	Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment	From: Golden State Blvd To: Willow Ave Dist: 10	\$226	1.06
Fresno, City of	LSTMP536	Herndon Canal	Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: Shields Ave To: McKinley Ave Dist: 1.35	\$2,370	3.02
Fresno, City of	LSTMP559	Inyo St	Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Van Ness Ave To: P St Dist: N/A	\$703	1.10
Firebaugh, City of	LSTMP734	J St / 10th St	J St from 450' NW of Nees Ave to 10th St, and 600' 10th St from J St to End (560'); construct a paved roadway surface over the unpaved travel lane	From: Nees / 10th To: J / End Dist: 0.22	\$547	1.10
Fresno County	LSTMP535	Jensen Ave	Jensen Ave from Dickens to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way.	From: Dickens Ave To: Madera Ave Dist: 5.0	\$2,243	1.04
Fresno County	LSTMP610	Jensen Ave	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps	From: Fig To: Fruit Dist: 1	\$3,944	1.10
Fresno County	LSTMP659	Jensen Ave	Jensen Ave from Fruit Ave to West Ave; Road rehabilitation, including bike lane striping	From: Fruit Ave To: .43 w/o Fruit Ave Dist: .43	\$1,597	1.10
Fresno, City of	LSTMP552	Jensen Ave	Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.(TC)	From: Cornelia To: Chateau Fresno Dist: 3.0	\$3,318	1.10
Fresno, City of	LSTMP557	Jensen Ave	Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: State Route 41 To: Martin Luther King Dist: 1	\$1,421	1.10
Fresno, City of	LSTMP695	Jensen Ave	Jensen Ave from Elm Ave to Temperance Ave; install Adaptive ITS System, upgrade detection, and synchronize corridor	From: Elm Ave To: Temperance Ave Dist: 7	\$2,937	5.07
Kerman, City of	LSTMP614	Kearney Blvd	Kearney Blvd from Madera Ave (SR145) to Vineland Ave: Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney.	From: Madera Ave (SR145) To: Vineland Ave Dist: .5	\$780	1.10
Kerman, City of	LSTMP710	Kearney Blvd	Kearney Blvd from Park Ave to Del Norte Ave; Pavement Rehabilitation and replacement of damaged curb/gutter/sidewalk sections, construction of ADA compliant curb ramps, signage, and striping.	From: Park To: Del Norte Dist: N/A	\$564	1.10
Huron, City of	FRE020135	Lassen Avenue	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	From: 4th To: 9th Dist: N/A	\$451	5.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Huron, City of	FRE150008	Lassen Avenue (SR 269)	Lassen Avenue (SR 269) to UPRR crossing between 9th Street and 10th Street; Construct pedestrian sidewalks	From: 9th Street To: 10th Street Dist: .1	\$206	3.02
Fresno County	LSTMP703	Lincoln Ave	Lincoln Ave from SR 145 (Madera Ave) to Grantland Alignment (near Cold Central Plant Recycling); Road Rehabilitation	From: SR 145 To: Grantland Alignment Dist: N/A	\$4,448	1.10
Fresno County	LSTMP704	Lincoln Ave	Lincoln Avenue from SR 145 (Madera Ave) to Grantland Alignment. Construct 4-foot wide paved shoulders on each side of the existing 24-foot travel way.	From: SR 145 To: Grantland Alignment Dist: N/A	\$2,825	1.04
Kingsburg, City of	LSTMP543	Madsen Ave	East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail	From: Stroud Ave To: Kamm Ave Dist: 0.50	\$409	3.02
Kingsburg, City of	LSTMP707	Madsen Ave	Madsen Ave from Sierra St to Stroud Ave; Pavement Rehabilitation	From: Sierra St To: Stroud Ave Dist: N/A	\$699	1.10
San Joaquin, City of	LSTMP639	Main St	Main St at various locations between Manning Ave and California Ave; construct sidewalks At San Joaquin Elementary School San Joaquin Sports Park, and on Main St between Colorado and Nevada Avenues; construct bicycle parking facilities	From: Various To: Various Dist: N/A	\$424	3.02
Reedley, City of	LSTMP621	Manning	Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street.	From: Frankwood To: Reed Dist: .44	\$456	3.02
Fowler, City of	LSTMP661	Manning Ave	Manning Ave from SR99 Northbound On-ramp to Fowler East City Limits; Pavement and pedestrian facilities rehabilitation	From: Golden State Blvd To: East City Limits Dist: 0.25	\$934	1.10
Parlier, City of	LSTMP516	Manning Ave	Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave	From: Mendocino Ave To: Madsen Ave Dist: N/A	\$495	3.02
Parlier, City of	LSTMP540	Manning Ave	Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave.	From: Academy Ave To: Mendocino Dist: .46	\$673	4.01
Reedley, City of	FRE130016	Manning Ave	Manning Avenue from I Street to Buttonwillow Avenue; overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping. 3-stage project: Stage 1, I Street to Frankwood Ave, Stage 2: Frankwood to Columbia, Stage 3: Columbia to Buttonwillow	From: I Street To: Buttonwillow Ave Dist: 1.5	\$6,362	1.10
Fresno County	LSTMP620	McCall Ave	McCall Ave from 0.3 miles n/o SR 180 to Shaw Ave; AC Overlay.	From: SR 180 To: Shaw Dist: 4.01	\$3,131	1.10
Fresno, City of	LSTMP653	McKinley Ave	McKinley Ave from Hughes Ave to Marks Ave; Widening - Engineering Studies for widening roadway, asphalt overlay, installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	From: Hughes Ave To: Marks Ave Dist: .5	\$204	4.05
Fresno, City of	LSTMP681	McKinley Ave	E/B McKinley from Millbrook to Clovis along north bank of the Mill Ditch canal; Close a 3.5 mile gap in the Midtown Pedestrian trail by constructing paved path, lighting, benches, fencing, drought tolerant landscaping, irrigation, signage and striping.	From: Millbrook To: Clovis Dist: 3.5	\$3,491	3.02
Kingsburg, City of	LSTMP656	Mehlert Ave	Mehlert St from 10th Ave to 500' e/o 14th Ave, Rehabilitate pavement and pedestrian facilities	From: 10th Ave To: 14th Ave Dist: 0.22	\$347	1.10
Parlier, City of	FRE170019	Merced/Tuolumne	Alley between Merced and Tuolumne from from K St to Zediker Ave; Paving and installation of valley gutter of the four unpaved alley segments.	From: K St To: Zediker Ave Dist: .36	\$434	1.10
Clovis, City of	FRE111375	Minnewawa	Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete gridning and utility relocations.	From: Barstow To: Bullard Dist: .50	\$310	4.12
Coalinga, City of	LSTMP633	Monterey	Monterey Ave between Lucille Ave and Cambridge Ave; Phase 1 of pedestrian and bicycle facilities	From: Lucille To: Cambridge Dist: N/A	\$599	3.02
Fresno County	LSTMP367	Mount Whitney Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98	\$3,000	1.10
Fresno County	LSTMP644	Mountain View Ave	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: Fowler Ave To: McCall Ave Dist: 4.22	\$3,032	1.04
Fresno County	LSTMP420	N. Frankwood Ave.	BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: Over Alta Main Canal To: 1.15 Mi. S. of Piedra Rd. Dist: N/A	\$3,509	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP696	N/A	In the City of Fowler at the intersection of Manning Ave and Golden State Blvd; Railroad grade crossing improvements - Installation of new warning devices, roadway improvements, preemption signaling and pedestrian improvements.	From: Manning Ave To: Golden State Blvd Dist: N/A	\$2,766	1.01
Central Unified School District	LSTMP524	N/A	Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus.	From: N/A To: N/A Dist: N/A	\$191	2.10
Clovis, City of	FRE110103	N/A	Shepherd/Minnewawa Intersection; Traffic Signal Installation	From: Shepherd Ave To: Minnewawa Ave Dist: N/A	\$1,131	5.02
Clovis, City of	FRE111372	N/A	On the north side of Owens Mountain Pkwy, from DeWolf Ave to Enterprise Ave (Phase III), and on the north side of SR 168, from Nees Ave to Enterprise Canal (Phase IV) , construct a 12-foot asphalt trail including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities. On the Sierra Gateway Regional Trail north of SR 168, from Shepherd Ave to DeWolf Ave, south of Harlan Ranch; construct an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities (Phase II Residual).	From: various To: various Dist: .82	\$6,080	3.02
Clovis, City of	LSTMP532	N/A	Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). (TC)	From: Herndon To: Temperance Dist: 1.0	\$43	3.02
Clovis, City of	LSTMP631	N/A	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	From: Armstrong To: Nees Dist: N/A	\$667	5.02
Clovis, City of	LSTMP632	N/A	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	From: Shepherd To: Peach Dist: N/A	\$656	5.02
Clovis, City of	LSTMP742	N/A	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	From: Nees Ave To: Sunnyside Ave Dist: N/A	\$1,391	5.02
Clovis, City of	LSTMP743	N/A	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	From: DeWolf To: Owens Mountain Dist: N/A	\$1,017	5.01
Coalinga, City of	LSTMP403	N/A	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	From: SR 33 (Elm Ave) To: Cambridge Ave Dist: N/A	\$486	1.06
Fresno Area Express (FAX)	FRE021501	N/A	Various Planning Projects/FCOG Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	\$8,050	4.01
Fresno Area Express (FAX)	FRE021502	N/A	Various Planning Projects/FAX Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	\$7,847	2.01
Fresno Area Express (FAX)	FRE021503	N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	\$139,281	2.01
Fresno Area Express (FAX)	FRE021504	N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	\$77,303	2.01
Fresno Area Express (FAX)	FRE021506	N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	\$5,813	2.01
Fresno Area Express (FAX)	FRE021507	N/A	FAX Nonrevenue Vehicle Fleet Expansion/Replacement	From: N/A To: N/A Dist: N/A	\$2,213	2.02
Fresno Area Express (FAX)	FRE021510	N/A	Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers.	From: N/A To: N/A Dist: N/A	\$10,784	2.07
Fresno Area Express (FAX)	FRE041403	N/A	Downtown Circulator Program - provide service in downtown Fresno during peak commute hours. Purchase of two electric buses and recharging station(s).	From: N/A To: N/A Dist: N/A	\$3,485	2.10
Fresno Area Express (FAX)	FRE092521	N/A	Design/install vehicle parking shelters with solar panels to "green" main FAX facility.	From: N/A To: N/A Dist: N/A	\$2,038	2.08
Fresno Area Express (FAX)	FRE092602	N/A	Engineer and remodel FAX buildings, yard, and facilities to meet current capacity needs and ADA requirements.	From: N/A To: N/A Dist: N/A	\$13,282	2.08
Fresno Area Express (FAX)	FRE095321	N/A	Bus Stop Concrete Improvements	From: N/A To: N/A Dist: N/A	\$702	5.06

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno Area Express (FAX)	FRE111356	N/A	The FAX Bus Rapid Transit (BRT), called the "Q", is a 15.7-mile BRT line that will connect North Fresno, Downtown Fresno, and the Southeast Growth Area. There are 52 stations, including two terminal stations, and a transit center with a shared platform. BRT will also incorporate transit signal priority, real-time bus arrival displays, off-board fare collection, and 17 low-floor, low emission, compressed natural gas buses.	From: N/A To: N/A Dist: N/A	\$56,276	4.12
Fresno Area Express (FAX)	FRE111366	N/A	Purchase fixed-route CNG buses to replace end-of-life vehicles or to expand the transit fleet.	From: N/A To: N/A Dist: N/A	\$15,373	2.10
Fresno Area Express (FAX)	FRE130035	N/A	Bus Rapid Transit (BRT) operating support costs for first three years of new BRT service.	From: N/A To: N/A Dist: N/A	\$4,575	2.01
Fresno Area Express (FAX)	FRE130073	N/A	Purchase replacement paratransit cutaway buses, other revenue vehicles (like sedans), and associated radio/GPS and video equipment.	From: N/A To: N/A Dist: N/A	\$2,613	2.10
Fresno Area Express (FAX)	FRE130077	N/A	FAX will purchase and install a new Computer Aided Dispatch - Integrated Vehicle Logic Unit (CAD-IVLU) system on its revenue vehicle fleet.	From: N/A To: N/A Dist: N/A	\$3,130	2.05
Fresno Area Express (FAX)	FRE130081	N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	\$1,939	4.01
Fresno Area Express (FAX)	FRE150018	N/A	FAX will procure a new Transit Asset Management System.	From: N/A To: N/A Dist: N/A	\$300	4.01
Fresno Area Express (FAX)	FRE150032	N/A	Increase bus stop frequencies on Shaw Ave (Route 9) from current 30-minute frequencies to 15-minute frequencies.	From: N/A To: N/A Dist: N/A	\$5,000	2.01
Fresno Area Express (FAX)	FRE170016	N/A	Purchase of 1 CNG bus and operating costs for a 3-year demonstration project for expanded frequency service on Cedar Ave between Fresno State University and Butler Ave.	From: N/A To: N/A Dist: N/A	\$1,187	2.10
Fresno Area Express (FAX)	LSTMP472	N/A	Purchase 6 para-transit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	\$476	2.10
Fresno Area Express (FAX)	LSTMP521	N/A	Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades.	From: N/A To: N/A Dist: N/A	\$2,000	2.08
Fresno Area Express (FAX)	LSTMP589	N/A	Purchase 6 paratransit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	\$541	2.10
Fresno Area Express (FAX)	LSTMP634	N/A	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	From: N/A To: N/A Dist: N/A	\$2,673	2.01
Fresno Area Express (FAX)	LSTMP663	N/A	Purchase of electric buses for fixed-route transit service within the City of Fresno	From: N/A To: N/A Dist: N/A	\$9,000	2.10
Fresno Area Express (FAX)	LSTMP688	N/A	Purchase 3 paratransit cutaway buses	From: N/A To: N/A Dist: N/A	\$321	2.10
Fresno Area Express (FAX)	LSTMP726	N/A	Southwest Fresno transit service expansion on Route No. 29; to include three years of operating support. Expanded route to begin at Courthouse Park and end near intersection of S. Orange Ave and E. Central Ave.	From: N/A To: N/A Dist: N/A	\$3,201	2.01
Fresno Council of Governments	FRE150028	N/A	Operating support for a downtown Fresno to Yosemite National Park passenger shuttle route.	From: N/A To: N/A Dist: N/A	\$288	2.01
Fresno County	FRE111376	N/A	Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON)	From: Italian Bar Road To: Over Redinger Lake Dist: N/A	\$10,435	1.02
Fresno County	FRE130076	N/A	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: North Fork Little Dry Creek, .81 Mi E of Auberry Rd Dist: N/A	\$2,265	1.02
Fresno County	FRE130078	N/A	BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 1.8 Mi E of Auberry Rd Dist: N/A	\$2,261	1.19
Fresno County	FRE130079	N/A	BRIDGE NO. 42C0269, MILLERTON ROAD OVER LITTLE DRY CREEK, 2.6 MILES EAST OF AUBERRY ROAD. Replace single lane bridge as two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 2.6 Mi E of Auberry Rd Dist: N/A	\$3,042	1.02
Fresno County	FRE130082	N/A	BRIDGE NO. 42C0264, JOSE BASIN RD, OVER BALD MILL CREEK, 2.3 MI NE/O AUBERRY RD. Replace existing one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Jose Basin Rd To: Bald Mill Creek Dist: N/A	\$2,778	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	FRE150019	N/A	BRIDGE NO. 42C0175, E MANNING AVE, OVER TRAVERS CREEKS, 0.6 MI W ALTA AVE. Replace deficient 2 lane bridge with new 4 lane bridge that will be striped for 2 lanes only.	From: E Manning Ave To: Travers Creek Dist: N/A	\$4,194	1.19
Fresno County	LSTMP281	N/A	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	From: Nees Ave To: Delta-Mendota Canal Dist: N/A	\$4,613	1.19
Fresno County	LSTMP283	N/A	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: McKinley To: Fresno Canal Dist: N/A	\$2,600	1.19
Fresno County	LSTMP285	N/A	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: E Parlier Ave. To: Travers Creek Dist: N/A	\$1,530	1.19
Fresno County	LSTMP286	N/A	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: Lincoln AVE To: WAHTOKE CREEK Dist: N/A	\$2,752	1.19
Fresno County	LSTMP411	N/A	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR 145. Replace structurally deficient two lane bridge with standard two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.8 miles W of SR 145 Dist: N/A	\$5,916	1.19
Fresno County	LSTMP412	N/A	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overflow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.2 Miles E of Colorado Dist: N/A	\$3,067	1.19
Fresno County	LSTMP413	N/A	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	From: Lost Hills Ave To: Jacalitos Creek, Jacalitos Creek Rd Dist: N/A	\$5,016	1.19
Fresno County	LSTMP414	N/A	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 3.93 Mi E of Auberry Rd Dist: N/A	\$2,746	1.19
Fresno County	LSTMP417	N/A	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON.	From: Ennis Road To: Sand Creek Dist: N/A	\$2,690	1.19
Fresno County	LSTMP418	N/A	BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge.	From: Burrough Valley Rd To: Dry Creek Dist: N/A	\$3,945	1.19
Fresno County	LSTMP419	N/A	BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: S Englehart Ave To: Reedley Main Canal Dist: N/A	\$1,570	1.19
Fresno County	LSTMP421	N/A	BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Watts Valley Rd To: Watts Creek Dist: N/A	\$2,322	1.19
Fresno County	LSTMP422	N/A	BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Chateau Fresno To: Houghton Canal Dist: N/A	\$2,473	1.19
Fresno County	LSTMP441	N/A	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 4 lane bridge with 4 lane bridge.	From: Golden State To: Fowler Switch Canal Dist: N/A	\$2,816	1.19
Fresno County	LSTMP443	N/A	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge.	From: North Fork Rd To: San Joaquin River Dist: N/A	\$9,808	1.19
Fresno County	LSTMP444	N/A	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project.	From: E Manning Ave To: Fowler Switch Canal Dist: N/A	\$326	4.01
Fresno County	LSTMP493	N/A	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON.	From: S El Dorado To: Over Arroyo Pasajero Dist: N/A	\$6,483	1.19
Fresno County	LSTMP623	N/A	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	From: Olive Ave To: Fowler Ave Dist: N/A	\$2,926	5.02
Fresno County	LSTMP651	N/A	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Del Rey Ave To: Fresno Canal Dist: N/A	\$2,415	1.19

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP670	N/A	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	From: Ashlan Ave To: Palm Ave Dist: N/A	\$956	1.06
Fresno County Economic Opportunities Commission	LSTMP590	N/A	Purchase 6 Starcraft Class C Buses. (TC)	From: N/A To: N/A Dist: N/A	\$433	2.10
Fresno County Economic Opportunities Commission	LSTMP689	N/A	Purchase of 3, 20 passenger buses with ADA Equipment (TC)	From: N/A To: N/A Dist: N/A	\$257	2.10
Fresno County Rural Transit Agency	FRE111358	N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	\$33,847	2.01
Fresno, City of	FRE130036	N/A	Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal	From: Clinton Ave To: Valentine Ave Dist: .01	\$1,194	5.02
Fresno, City of	FRE150006	N/A	Central and Orange Avenue Intersection; Widen intersection to provide left turn lanes, widen and replace existing box culvert, traffic signal modifications, street lighting, concrete access ramps, signal loop detectors, pedestrian push-button posts, signage and striping.	From: Central To: Orange Dist: .10	\$2,465	1.19
Fresno, City of	FRE170027	N/A	Intersection of Marks Ave and Neilson Ave; Traffic Signal Installation.	From: Marks Ave To: Nielson Ave Dist: N/A	\$468	5.02
Fresno, City of	FRE190018	N/A	McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter, storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk	From: McKinley Ave To: Blythe Ave Dist: N/A	\$2,088	3.02
Fresno, City of	LSTMP487	N/A	Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing	From: Chestnut Ave To: Shields Ave Dist: N/A	\$587	1.06
Fresno, City of	LSTMP538	N/A	Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk.	From: Divisadero To: Mariposa Dist: N/A	\$623	1.07
Fresno, City of	LSTMP560	N/A	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	From: Gates Ave To: San Jose Dist: N/A	\$624	5.02
Fresno, City of	LSTMP581	N/A	Intersection of Dakota Ave and West Ave; Install protected left turn phase	From: Dakota Ave To: West Ave Dist: N/A	\$529	1.06
Fresno, City of	LSTMP682	N/A	Install school crossing traffic signals, countdown heads and crosswalks near Anthony Elementary (Blackstone/Webster), Heaton Elementary (McKinley/San Pablo), and Muir Elementary (Dennett/Palm). Install sidewalk ramp at Glenn/Webster, and accessible pedestrian signal upgrades at McKinley/Van Ness.	From: Various To: Various Dist: N/A	\$1,401	3.02
Fresno, City of	LSTMP721	N/A	Intersection of Butler Ave and 8th Ave, and intersection of Orange Ave and Lowe Ave, and various locations near both intersections; install traffic signals, pedestrian countdown equipment, sidewalks, curb rams, curb, gutter, signing, and striping.	From: Butler/8th To: Orange/Lowe Dist: N/A	\$1,251	3.02
Fresno, City of	LSTMP724	N/A	Intersection of Fresno St and Browning Ave; Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping.	From: Fresno St To: Browning Ave Dist: N/A	\$660	3.02
Huron, City of	LSTMP719	N/A	Lassen Ave at Myrtle Street and Huron Ave; Pedestrian Hybrid Beacons and southside bulbouts	From: Lassen Ave To: Myrtle Ave / Huron Ave Dist: N/A	\$662	3.02
Kings Canyon Unified School District	LSTMP646	N/A	Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$431	2.10
Kingsburg, City of	LSTMP582	N/A	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout.	From: Sierra St (Conejo Ave) To: Bethel Ave Dist: N/A	\$1,297	1.06
Mendota, City of	FRE150035	N/A	City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout	From: Derrick (SR180) To: Oller (SR33) Dist: N/A	\$1,500	1.07
Mendota, City of	FRE190014	N/A	At the intersection of Bass & Barboza construct roundabout.	From: Bass To: Barboza Dist: N/A	\$1,091	5.01
Mendota, City of	LSTMP678	N/A	Intersection of 9th St and Belmont Ave; Install overhead flashing beacons, signage, push button on overhead flashing beacon poles, ADA compliant ramps and newly painted crosswalks. (TC)	From: 9th St To: Belmont Ave Dist: N/A	\$158	3.02
Raisin City Elementary School District	FRE150040	N/A	CNG Conversion of Light Truck	From: N/A To: N/A Dist: N/A	\$8	2.03

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Reedley, City of	FRE190012	N/A	Purchase 1 CNG Street Sweeper	From: N/A To: N/A Dist: N/A	\$348	2.02
Sanger Unified School District	LSTMP529	N/A	Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$420	2.10
Sanger Unified School District	LSTMP647	N/A	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$440	2.10
Selma, City of	FRE170021	N/A	Purchase new fuel-efficient street sweeper for the City of Selma that utilizes cleaner burning fuel technology.	From: N/A To: N/A Dist: N/A	\$250	2.02
Selma, City of	LSTMP735	N/A	At the intersection of McCall and Dinuba; Install traffic signal	From: McCall To: Dinuba Dist: N/A	\$947	5.02
SouthWest Transportation Agency	LSTMP648	N/A	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	\$480	2.10
United Cerebral Palsy of Central California	LSTMP591	N/A	Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC)	From: N/A To: N/A Dist: N/A	\$410	2.10
United Cerebral Palsy of Central California	LSTMP690	N/A	Purchase of 4, 20 passenger buses (TC)	From: N/A To: N/A Dist: N/A	\$257	2.10
Westcare California	LSTMP592	N/A	Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC)	From: N/A To: N/A Dist: N/A	\$48	2.10
Westcare California	LSTMP691	N/A	Purchase of 1 van and minor equipment	From: N/A To: N/A Dist: N/A	\$57	2.10
Fresno Council of Governments	FRE001101	NA	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	\$6,093	4.01
Selma, City of	LSTMP657	Nebraska Ave	Nebraska Ave from SR43 to Mitchell; Rehabilitation of roadway, including removing/reclaiming existing roadway and replacing with HMA overlay with paved shoulders	From: SR43 To: Mitchell Dist: .25	\$588	1.10
Selma, City of	LSTMP607	Nebraska St	Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders.	From: SR43 To: Mitchell Ave Dist: .25	\$588	1.10
Fresno County	LSTMP624	Nees Ave	Nees Ave from Millux Align to Russell; furnishing and placing hot mix asphalt concrete (HMA) overlay and shoulder backing.	From: Millux Align To: Russell Dist: 2	\$800	1.10
Sanger, City of	LSTMP702	North Ave	North Ave from Academy Ave to Faller Ave; Roadway rehabilitation to replace pavement	From: Academy Ave To: Faller Ave Dist: .36	\$1,061	1.10
Firebaugh, City of	LSTMP706	O St	8th Street from P St to SR33; Pavement Rehabilitation	From: P St To: SR33 Dist: N/A	\$270	1.10
Sanger, City of	LSTMP705	O St	O St from 10th St to 12th St: Rehabilitation to replace asphalt pavement O St from 12th St to North Ave: Pavement Grind and Overlay	From: 10th St To: North Ave Dist: .69	\$1,044	1.10
Fresno, City of	FRE170024	Olive Ave	Olive Ave from Yosemite to Roosevelt; streetscape, sidewalk and median improvements including high visibility crosswalks, curb extensions, widened sidewalks, minimized/reduced driveway curb cuts, new landscaping, and median widening and repair.	From: Yosemite Ave To: Roosevelt Ave Dist: .25	\$1,434	3.02
Clovis, City of	FRE150020	Peach Avenue	Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto; Construct curb, gutter, bicycle lanes, sidewalks, retaining walls, ADA compliant ramps and drive approaches, and striping	From: Vartikian To: Palo Alto Dist: .25	\$566	3.02
Coalinga, City of	LSTMP697	Polk St	West Polk St from Monterey Ave to Elm Ave; Rehabilitation to replace asphalt pavement, install new shared bike lanes, crosswalks, and ADA ramps.	From: Monterey Ave To: Elm Ave Dist: .5	\$671	1.10
Coalinga, City of	LSTMP611	Polk Street	Polk Street from Elm Ave to 5th Street; Rehabilitation to replace asphalt pavement, install new sidewalk, curb, and gutter	From: Elm Ave To: 5th St Dist: N/A	\$570	1.10
Firebaugh, City of	LSTMP635	Poso Canal	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St: Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot.	From: Zozaya St To: Father Craig St Dist: N/A	\$516	3.02
Reedley, City of	LSTMP687	Reed Ave	Westside of Reed Ave; I St to 8th St: Install sidewalks.	From: I St To: 8th St Dist: N/A	\$178	3.02
Fresno County	LSTMP449	S. Dewolf Ave.	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: Dinuba Ave. Dist: N/A	\$2,634	4.01
Fowler, City of	LSTMP636	S. Fowler Ave	Westside of S. Fowler Ave between South Ave and Fresno St; Construct sidewalks	From: South Ave To: Fresno St Dist: N/A	\$158	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP448	S. Leonard Ave.	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.7 Miles South of Manning Ave. Dist: N/A	\$296	4.01
Clovis, City of	LSTMP619	Shaw Ave	Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Sunnyside Ave To: Fowler Ave Dist: .5	\$1,218	1.10
Fresno, City of	LSTMP580	Shaw Ave	Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment	From: West Ave To: Chestnut Ave Dist: 5	\$174	1.06
Fresno, City of	LSTMP712	Shaw Ave	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	From: Cedar To: Chestnut Dist: N/A	\$954	1.18
Clovis, City of	FRE111371	Shaw Avenue	Road Rehabilitation on Shaw, from Armstrong-Temperance	From: Armstrong To: Temperance Dist: 0.5	\$640	1.10
Fresno, City of	LSTMP486	Shields	Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Sunnyside To: Fowler Dist: N/A	\$626	1.10
Fresno, City of	LSTMP481	Shields Ave	Southside of Shields from Fresno Street to First Street; bankside trail	From: Fresno St To: First St Dist: .5	\$1,640	3.02
Fresno, City of	LSTMP676	Shields Ave	W/B Shields Ave running east from Blackstone to Fresno; Close 0.5 mile gap in Midtown Class I trail by installing paved path, drought tolerant landscaping, irrigation, signage, striping.	From: Blackstone To: Fresno Dist: 0.5	\$1,498	3.02
Fresno County	LSTMP446	South Quality Ave.	BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.02 Miles south of Switch Ave Dist: N/A	\$350	4.01
Coalinga, City of	LSTMP654	Southside of Los Gatos Creek	Phelps Ave from Posa Chanet to Gregory Way (Segment 1 East), Southside of Los Gatos Creek From Elm Ave to former railroad corridor (Segment 2), Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	From: Phelps To: Elm Ave (SR33) Dist: 1.03	\$1,296	3.02
Clovis, City of	LSTMP531	Sunnyside Ave	Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. (TC)	From: Alluvial To: SR168 Dist: .3	\$128	3.02
Coalinga, City of	LSTMP664	Sunset St	Sunset St from Polk St to Van Ness Ave; Rehabilitate, resurface, and replace existing AC pavement, grading base material, construct ADA ramps, sidewalks, curb and gutter, driveways, valley gutters, storm drain, electrical pull-boxes, traffic striping, and traffic signage.	From: Polk St To: Monroe St/Cedar Ave Dist: 0.21	\$1,418	1.10
San Joaquin, City of	LSTMP728	Sutter Ave	Sutter Ave from Railroad St to Manning Ave; construct a paved roadway surface over the unpaved travel lane	From: Railroad To: Manning Dist: 0.68	\$720	1.10
Clovis, City of	LSTMP562	Temperance Ave	Temperance Avenue from Shaw Avenue to Barstow Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Shaw Ave To: Barstow Ave Dist: 0.5	\$925	1.10
Fresno, City of	LSTMP640	Tulare St	Tulare from 6th to Cedar; Class II bike lanes, sidewalks, curb, gutter, curb ramps and streetlights.	From: 6th To: Cedar Dist: N/A	\$2,586	3.02
Clovis, City of	LSTMP492	Various	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$8	1.19
Clovis, City of	LSTMP666	Various	In the City of Clovis at Twenty-nine (29) different intersections; Install pedestrian push button systems and pedestrian countdown modules. (TC)	From: Various To: Various Dist: N/A	\$338	1.06
Coalinga, City of	FRE170017	Various	Alley #29 between Forest and Elm, Alley #30-33 between Glenn and Hawthorne and Alley #34-35 between Pleasant and Houston; Pave seven dirt/gravel alleyways.	From: Various To: Various Dist: .64	\$600	1.10
Coalinga, City of	LSTMP673	Various	Area bound by Sunset Street, Joaquin Street, Cambridge Avenue, and Polk Street; Installation of sidewalks, ADA curb ramps, bulb-outs, and crosswalks.	From: Various To: Various Dist: N/A	\$2,483	3.02
Coalinga, City of	LSTMP733	Various	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways.	From: Various To: Various Dist: 0.69	\$770	1.10
Firebaugh, City of	LSTMP730	Various	Saipan Alley from Saipan Ave to 15th St, Soars Alley between from 8th St to 7th St, and Beehive Alley from Saipan Ave to Corregidor Ave; Pave unpaved alley ways.	From: Various To: Various Dist: .041	\$523	1.10

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	FRE070201	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	\$3,646	1.10
Fresno County	FRE070202	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	\$2,010	1.10
Fresno County	LSTMP032	Various	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: various To: various Dist: N/A	\$12,250	1.06
Fresno County	LSTMP280	various	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	From: various To: various Dist: N/A	\$5,150	1.19
Fresno County	LSTMP514	Various	In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits.	From: Various To: Various Dist: N/A	\$3,227	3.02
Fresno County Rural Transit Agency	FRE190017	Various	In Selma, CA at 1821 Pacific St; Construct a new state-of-the-art bus maintenance and operations facility for FCRTA on 7.5 acres of raw land.	From: Various To: Various Dist: N/A	\$10,291	2.11
Fresno, City of	FRE190010	Various	Northside of Jensen Ave; Knight to MLK: Install Class I Trail on Northside, and install Class II Bike Path Church Ave; Walnut to MLK: Install Class I Trail on Southside, and install Class II Bike Path Walnut Ave; Jensen to Church: Install Class II Bike Path MLK Jr. Blvd; Jensen to Church: Install Class II Bike Path, and install sidewalks on Westside Walnut Ave; various locations between Jensen and Church: Install sidewalks	From: Various To: Various Dist: N/A	\$4,327	3.02
Fresno, City of	LSTMP442	Various	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$1,369	1.06
Fresno, City of	LSTMP667	Various	In the City of Fresno at Eighty-six (86) signalized intersections (on Belmont from Delno to Clovis, Olive from Fruit to Clovis, and various locations Downtown and in the Tower District); Install pedestrian countdown equipment.	From: Various To: Various Dist: N/A	\$962	1.06
Fresno, City of	LSTMP669	Various	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	From: Various To: Various Dist: N/A	\$553	1.06
Fresno, City of	LSTMP677	Various	Along 13.5 miles of BRT Corridor on Blackstone/Abby from Divisadero to Nees, and Kings Canyon/Ventura from Van Ness to Clovis at various locations; Upgrade intersections with accessible pedestrian signals and countdown head equipment.	From: Various To: Various Dist: N/A	\$1,447	3.02
Huron, City of	LSTMP738	Various	Alley 1 between 11th and 12th Streets from Lassen Ave (SR269) to M St, Alley #2 between 10th and 11th Streets from Lassen Ave (SR269) to L St, and Alley #3 between Myrtle St and Apple Ave from parking lot w/o Lassen Ave (SR269) to Orange St; Pave unpaved dirt alley ways.	From: Various To: Various Dist: N/A	\$602	1.10
Mendota, City of	FRE190003	Various	SR33 RRXG between Bass Ave and SR 180 intersection, 9th St RRXG between Marie St and Naples St, and W. Belmont Ave RRXG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction	From: Various To: Various Dist: .3	\$832	1.01
Mendota, City of	LSTMP604	Various	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	From: Various To: Various Dist: N/A	\$1,050	1.10
Orange Cove, City of	LSTMP739	Various	4 Allies north of Park Blvd, between 8th St and Center St, between 6th St and 5th St, between 5th St and 4th St, and between 4th St and 3rd St; Pave unpaved dirt alley ways.	From: Various To: Various Dist: N/A	\$473	1.10
Parlier, City of	LSTMP679	Various	At various locations in the school zone areas of S. Ben Benavidez, Matthew J. Brletic Cesare E Chavez, and John C. Martinez Elementaries, and Parlier Jr High; update signage and pavement markings, and install ADA-compliant curb ramps visually enhanced crosswalks. (TC)	From: Various To: Various Dist: N/A	\$182	3.02

Exempt Project Listing (In \$1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Reedley, City of	LSTMP671	Various	Minor Arterials and Arterial roadway segments (Reed Ave, Manning Ave, I St, 11th St, Dinuba Ave, Frankwood Ave, Olson Ave and Buttonwillow Ave); Evaluate roadway signing upgrades through the process of a Roadway Safety Signing Audit (RSSA), install and/or upgrade signs.	From: Various To: Various Dist: N/A	\$180	1.06
Reedley, City of	LSTMP732	Various	Nine various alleys between North, G, East, Duff, Columbia, Ponderosa, and Cypress; Pave dirt alley ways.	From: Various To: Various Dist: 0.80	\$798	1.10
Sanger, City of	LSTMP494	Various	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	\$1,500	1.19
Sanger, City of	LSTMP547	Various	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations.	From: Various To: Various Dist: .27	\$255	3.02
Sanger, City of	LSTMP649	Various	Construct Sidewalks at the following locations: N/S of Cherry Ave from Park Ave to P St W/S of P St from Cherry Ave to 230 ft North of Cherry E/S of Park Ave from Cherry Ave to 180 ft North of Cherry E/S of Faller Ave from Edgar Ave to 750 ft South of Edgar S/S of Edgar Ave from Faller Ave to 240 ft East of Faller E/S of Faller Ave from I St to 470 ft South of I St Faller Ave from I St to 240 ft North of I St W/S of Faller Ave from Annadale to 140 ft South of Annadale	From: Various To: Various Dist: N/A	\$315	3.02
Sanger, City of	LSTMP729	Various	Bethel Ave from Jensen Ave to 480' n/o Florence Ave, and Church Ave from Indianola to Bethel Ave; Bike Lanes Fowler Switch Canal from Jensen Ave to Bethel Ave; Trail	From: Various To: Various Dist: N/A	\$1,215	3.02
Selma, City of	LSTMP584	Various	McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe.	From: Various To: Various Dist: 2.91	\$822	1.10
Selma, City of	LSTMP642	Various	Alley between Chestnut/Floral from Logan to w/o McCall, Alley between Lee/McCall from Floral to Chestnut, and Alley between Shaft/Cleveland from Rose to Arrants; Pave unpaved alley ways. Install storm drain lines, inlets and Storm Drain Manholes as required to ensure proper drainage of alleyways.	From: Various To: Various Dist: N/A	\$392	1.10
Fresno, City of	LSTMP544	Ventura/Kings Canyon	Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor.	From: Van Ness Ave To: Chestnut Ave Dist: 2.8	\$1,940	5.07
Clovis, City of	LSTMP698	Villa Ave	Villa Ave from Barstow Ave to Shaw Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Barstow Ave To: Shaw Ave Dist: N/A	\$816	1.10
Clovis, City of	LSTMP700	Villa Ave	Villa Ave from Bullard Ave to Barstow Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Bullard Ave To: Barstow Ave Dist: N/A	\$886	1.10
Kerman, City of	LSTMP701	Vineland Ave	Vineland Aved from California Ave to Kearney Blvd; pavement rehabilitation	From: California Ave To: Kearney Blvd Dist: N/A	\$680	1.10
Parlier, City of	LSTMP554	Zediker Ave	Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave.	From: Fresno St To: Merced St Dist: 0.17	\$254	1.10
Parlier, City of	LSTMP658	Zediker Ave	Zediker Ave from Merced St to Manning Ave; Rehabilitation of existing asphalt concrete pavement	From: Merced St To: Manning Ave Dist: 0.31	\$607	1.10
Caltrans	LSTMP595		In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	From: Various To: Various Dist: N/A	\$6,478	1.07
Caltrans	LSTMP628		In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements.	From: Various To: Various Dist: N/A	\$7,480	1.07

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

2020 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.4	22.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.4	13.9	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.8	12.7	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.3	12.0	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.0	11.5	YES	YES
	2037	3.4	11.1	YES	YES
	2042	3.2	11.3	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	6.7	23.9	YES	YES
	Adjusted 2020 Budget	7.2	25.1		
	2029	7.2	12.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2037	7.8	11.5	YES	YES
	Adjusted 2020 Budget	7.5	24.7		
	2042	7.5	11.6	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2014 Budget	1.1	31.4		
	2021	0.8	22.0	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.4	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	11.5	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.8	11.6	YES	YES
Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard					
	2020 Budget	0.9	25.9		
	2020	0.8	24.4	YES	YES
	2023 Budget	0.8	15.5		
	2023	0.7	14.8	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	14.3	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.8	12.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.7	YES	YES
	2024 Budget	0.8	15.0		
	2042	0.8	11.8	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.754	23.874	3.994		0.596		0.367		6.7	23.9
2029	1.862	12.414	4.423		0.596		0.300		7.2	12.4
2037	1.975	11.479	4.642		0.596		0.603		7.8	11.5
2042	2.064	11.629	4.808		0.596		0.015		7.5	11.6

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description										
2008 and 2015 Ozone			2020	2023	2026	2029	2031	2037	2042			
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	6.38	5.33	4.72	4.30	3.98	3.36	3.12			
		Conformity Total	6.40	5.40	4.80	4.30	4.00	3.40	3.20			
Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	22.82	13.81	12.68	11.95	11.50	11.08	11.23			
		Conformity Total	22.90	13.90	12.70	12.00	11.50	11.10	11.30			
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	2020 1.75			2029 1.86		2037 1.98	2042 2.06			
		Conformity Total	1.75			1.86		1.98	2.06			
PM-10	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	23.87			12.41		11.48	11.63			
		Conformity Total	23.87			12.41		11.48	11.63			
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2021 0.77			2029 0.77		2037 0.81	2042 0.84			
		Conformity Total	0.80			0.80		0.80	0.80			
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	22.00			12.41		11.48	11.63			
		Conformity Total	22.00			12.40		11.50	11.60			
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2020 0.79	2023 0.74	2024 0.74			2031 0.77	2037 0.81	2042 0.84		
		Conformity Total	0.80	0.70	0.70			0.80	0.80	0.80		
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	24.44	14.76	14.28			12.16	11.66	11.80		
		Conformity Total	24.40	14.80	14.30			12.20	11.70	11.80		

Road Construction Dust

FRESNO

Description	2020		2029		2037		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2020	6749	2029	6930	2037	7253
Horizon	2020	6749	2029	6930	2037	7253	2042	7258
Difference	15	369	9	181	8	323	5	5
Lane Miles per Year		25		20		40		1
Acres Disturbed		95		78		157		4
Acre-Months		1716		1403		2819		70
Emissions (tons/year)		188.754		154.317		310.042		7.695
Annual Average Day Emissions (tons)		0.517		0.423		0.849		0.021
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.367		0.300		0.603		0.015

Paved Road Dust Emissions (tons/day)

FRESNO 2020

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	8,712,987	3,180	243.000	236.332	0.647	0.075	0.599
Enter Arterial VMT ==>	Arterial	12,571,062	4,588	583.411	567.404	1.555	0.282	1.116
Enter Collector VMT ==>	Collector	2,312,125	844	107.304	104.359	0.286	0.407	0.170
	Urban	782,383	286	272.024	264.560	0.725	0.324	0.490
Enter Total of Urban and Rural Local VMT Here =>	Rural	443,923	162	667.663	649.344	1.779	0.090	1.619
	Totals	24,822,480	9,060	1873.402	1822.000	4.992		3.994

FRESNO 2029

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	10,164,513	3,710	283.482	275.704	0.755	0.075	0.699
Enter Arterial VMT ==>	Arterial	14,073,375	5,137	653.132	635.212	1.740	0.282	1.250
Enter Collector VMT ==>	Collector	2,525,446	922	117.204	113.988	0.312	0.407	0.185
	Urban	849,467	310	295.348	287.244	0.787	0.324	0.532
Enter Total of Urban and Rural Local VMT Here =>	Rural	481,986	176	724.911	705.021	1.932	0.090	1.758
	Totals	28,094,787	10,255	2074.076	2017.169	5.526		4.423

FRESNO 2037

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	11,075,106	4,042	308.877	300.403	0.823	0.075	0.761
Enter Arterial VMT ==>	Arterial	14,829,261	5,413	688.212	669.329	1.834	0.282	1.317
Enter Collector VMT ==>	Collector	2,614,248	954	121.325	117.996	0.323	0.407	0.192
	Urban	879,986	321	305.959	297.564	0.815	0.324	0.551
Enter Total of Urban and Rural Local VMT Here =>	Rural	499,302	182	750.955	730.350	2.001	0.090	1.821
	Totals	29,897,903	10,913	2175.328	2115.643	5.796		4.642

FRESNO 2042

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	11,639,380	4,248	324.615	315.708	0.865	0.075	0.800
Enter Arterial VMT ==>	Arterial	15,423,815	5,630	715.805	696.165	1.907	0.282	1.369
Enter Collector VMT ==>	Collector	2,739,385	1,000	127.132	123.644	0.339	0.407	0.201
	Urban	904,146	330	314.359	305.734	0.838	0.324	0.566
Enter Total of Urban and Rural Local VMT Here =>	Rural	513,011	187	771.573	750.403	2.056	0.090	1.871
	Totals	31,219,737	11,395	2253.484	2191.654	6.005		4.808

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

NOTE: THESE EMISSION FACTORS APPLY TO ALL WORKSHEETS - DO NOT CHANGE

Emission Factors

Road Type	Silt Loading	Weight	k (lb PM10/ VMT)	Base EF (lb PM10/ VMT)	
Freeway	0.02	2.4	0.0022	0.000152818	EFFreeway
Arterial	0.035	2.4	0.0022	0.000254296	EFArterial
Collector	0.035	2.4	0.0022	0.000254296	EFCollector
Local	0.32	2.4	0.0022	0.00190513	EFLocal
Rural	1.6	2.4	0.0022	0.008241141	EFRural

FRESNO

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
63.8% Urban
36.2% Rural
100.0% Total

FRESNO

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.4	6.6	6.6	3.6	1.8	0.4	0	0	1.0	2.0	4.6	5.8	39.8
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.94	0.94	0.95	0.97	0.99	1.00	1.00	1.00	0.99	0.98	0.96	0.95	0.97

Unpaved Road Dust Emissions (tons/day)

FRESNO 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2029

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

FRESNO 2042

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	100.45	10	366.6	366.643	326.403	0.894	0.333	0.596

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

FRESNO													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.4	6.6	6.6	3.6	1.8	0.4	0	0.000	1.0	2.0	4.6	5.8	39.8
Total Days	31	28	31	30	31	30	31	31.000	30	31	30	31	365
Rain Reduction Factor	0.76	0.76	0.79	0.88	0.94	0.99	1.00	1.00	0.97	0.94	0.85	0.81	0.89

PM10 Emission Trading Worksheet

Fresno (SJV) CONFORMITY ESTIMATES (tons/day)

	2020		2029		2037		2042	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.754	23.874	1.862	12.414	1.975	11.479	2.064	11.629
Paved Road Dust	3.994		4.423		4.642		4.808	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.367		0.300		0.603		0.015	
Total	6.711	23.874	7.182	12.414	7.816	11.479	7.483	11.629

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	7.0	25.4
2020	6.7	23.9
Difference	0.3	1.5
* 1.5 (Adjustment to NOx Budget)	-0.5	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	7.0	25.4
2029	7.2	12.4
Difference	-0.2	13.0
* 1.5 (Adjustment to NOx Budget)	0.3	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	7.0	25.4
2037	7.8	11.5
Difference	-0.8	13.9
* 1.5 (Adjustment to NOx Budget)	1.2	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2042)

	PM10	NOx
2020 Budgets	7.0	25.4
2042	7.5	11.6
Difference	-0.5	13.8
* 1.5 (Adjustment to NOx Budget)	0.8	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	6.7	25.9
2020 Conformity Total	6.7	23.9
Difference	0.0	2.0

TRADING WAS NOT IMPLEMENTED

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.2	25.1
2029 Conformity Total	7.2	12.4
Difference	0.0	12.7

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.8	24.2
2037 Conformity Total	7.8	11.5
Difference	0.0	12.7

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.5	24.7
2042 Conformity Total	7.5	11.6
Difference	0.0	13.1

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0001	1.0001	1.0001	1.0012	1.0004
2022	1.0002	1.0004	1.0001	1.0034	1.0013
2023	1.0005	1.0008	1.0003	1.0066	1.0026
2024	1.001	1.0014	1.0005	1.0105	1.0041
2025	1.0016	1.0021	1.0009	1.0149	1.0058
2026	1.0022	1.003	1.0012	1.0183	1.0076
2027	1.0029	1.0039	1.0016	1.0208	1.0095
2028	1.0036	1.005	1.002	1.0224	1.0116
2029	1.0044	1.0063	1.0025	1.0241	1.0139
2030	1.0052	1.0078	1.003	1.026	1.0162
2031	1.0061	1.0095	1.0036	1.0279	1.0186
2032	1.0071	1.0114	1.0042	1.0299	1.021
2033	1.0081	1.0134	1.005	1.032	1.0235
2034	1.0091	1.0156	1.0059	1.0341	1.026
2035	1.0103	1.0179	1.007	1.0362	1.0285
2036	1.0114	1.0202	1.0082	1.0382	1.0309
2037	1.0125	1.0224	1.0096	1.04	1.0332
2038	1.0137	1.0247	1.0111	1.0418	1.0353
2039	1.0148	1.0269	1.0126	1.0435	1.0372
2040	1.0158	1.029	1.0141	1.0449	1.0389
2041	1.0167	1.0309	1.0154	1.0461	1.0404
2042	1.0176	1.0326	1.0168	1.0471	1.0418
2043	1.0183	1.034	1.018	1.048	1.0429
2044	1.019	1.0352	1.019	1.0487	1.0439
2045	1.0195	1.0364	1.0199	1.0494	1.0448
2046	1.02	1.0373	1.0206	1.0499	1.0454
2047	1.0204	1.0384	1.0213	1.0504	1.0461
2048	1.0208	1.0393	1.0218	1.0508	1.0467
2049	1.0209	1.04	1.0221	1.051	1.047
2050	1.021	1.0406	1.0224	1.0512	1.0472

CARB SAFE Vehicles Rule Adjustment Factors

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM3	Fresno COG	Voluntary Rideshare Program and Employer Incentive Program	Operate Transportation Demand Management Program	Fresno COG will continue to implement this program. Funding is included in the 2019-20 Overall Work Program.	Fresno COG continues to implement this program with funding included in the 2020-21 Overall Work Program.
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	Staff continues to evaluate regional transit services. No need yet identified.	While staff continues to evaluate region transit services, no need has yet been identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Access to and from Fresno Yosemite International Airport continues to be provided by Clovis "Roundup" which provides curb to curb service for senior and disabled residents from their homes. Clovis "Stageline" services continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport.	Clovis "Roundup" service provides curb to curb access to and from Fresno Yosemite International Airport for senior and disabled residents from their homes while "Stageline" service continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport.
FR5.9	Clovis / Clovis Transit	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts as appropriate with new capital improvement or development.	Bus pullouts are included in new construction.	New construction includes bus pullouts.
FR10.2	Clovis / Clovis Transit	Bike Racks on Buses	Include bike racks with new vehicle purchases.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.
FR10.7	Clovis / Clovis Transit	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Locate bicycle lanes on state or federally funded highway projects.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate.	The City of Clovis continues to design and construct bicycle lanes on State and Federally funded projects where funding and right-of-way allows. The City also continues to install bicycle facilities with new development when appropriate.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded.	Improvements ongoing. Damged benches have been replaced or repaired. Improvements will continue to be made to bus stops and shelters, particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga has not identified a specific need for this measure at this time but continues to review the need for this measure at appropriate locations.

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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR9.2	Coalinga	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expend sidewalks and crosswalks.	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Project complete.	Project is complete.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	No need has yet to be identified. Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City.
FR-TCM1	Fowler	Traffic Flow Improvements	Monitor growth and respond appropriately.	Project is progressing, and is updated on the TID Tables.	Project is progressing, and is updated on the TID Tables.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. Implementation of this strategy is in effect.	Service to airport is in effect.	Airport service is in effect.
FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.
FR5.16	Fresno / Fresno Area Express	Adaptive traffic signals and signal timing	Adjust traffic timing and install 470 cameras at various locations.	All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system.	New traffic signal projects will comply with FHWA and City of Fresno standards for ITS. The City continues to use development fees and grant funds to improve the system.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	All buses have installed bike racks. New buses include bike racks.	New buses include bike racks and all buses have been retrofitted with bike racks.
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area.	On-street bike lanes are included in new development and the City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle.

**Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development will continue to construct on-street bike lanes.	City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle and on-street bike lanes are included in new development .
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	All new projects that are state or federally funded require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	No need has yet to be identified, safety evaluation is continuously ongoing as development proposals are received and as traffic patterns change.
FR19.5	Fresno / Fresno Area Express	Transit Stop Improvements	On-going improvement program, including bus stops, benches, and shelters.	Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects.	Project FRE021510 on the FTIP includes funding for these small scale individual projects while the City of Fresno continues to implement ongoing improvements
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment 5.2/19.25 on Project TID table: Complete.	Commitment 5.2/19.25 on Project TID table: Complete.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Development projects are required to make improvements that will conform to Kerman's general plan.	Projects that include development are required to make improvements that will conform to the City of Kerman General Plan
FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for Class II bicycle lanes.	All new collector streets will be striped for Class II bicycle lanes.

**Fresno Council of Governments
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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	Latest traffic flow project completed. The city will continue to evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City has completed the latest traffic flow projects and is actively evaluating traffic conditions. The City will plan, program, and implement projects to provide free flowing traffic as needed.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues commitment to bike/ped projects using CMAQ funding.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues commitment to bike/ped projects using CMAQ funding.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	Commitment FR9.5 - FRE 040112 (TID Table) complete.	Commitment FR9.5 - FRE 040112 (TID Table) complete.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 19.18 (TID Table) complete	FR 19.18 (TID Table) complete
FR-TCM1	Orange Cove	Traffic Flow Improvements	Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic	The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.	The City's traffic flows are routinely observed and monitored during field excursions. No additional need has yet to be identified.
FR5.3	Parlier	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All intersections within the City of Parlier continue to operate at acceptable levels of service. The city will continue to monitor and make improvements as needed.	All intersections within the City of Parlier continue to operate at acceptable levels of service. The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.	FR5.4 (TID Table) Complete. No additional need has been identified. The City routinely observes and monitors traffic flows during field excursions.

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				2019 FTIP Amendment #6 / 2018 RTP Amendment #2 (as of 07/2019)	2019 FTIP Amendment #12 / 2018 RTP Amendment #3 (as of 08/2020)
FR-TCM1	Parlier	Traffic Flow Improvements	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time.	No additional need has been identified. The City routinely observes and monitors traffic flows during field excursions.
FR5.3	Reedley	Reduce Traffic Congestion at Major Intersections	Continue to monitor congestion throughout the City and make improvements as warranted.	The city continues to conduct yearly traffic counts at all of its major intersections, monitoring the level of service. Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs.	City of Reedley continues to monitor level of service and conduct yearly traffic counts. The City also continues its walkability evaluation and capacity reviews. Reedley has incorporated bike facilities in all developments and all federal aid programs.
FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time.	No additional action has been identified at this time. City will continue to conduct yearly traffic counts at all of its major intersections, as well as monitor its current level of service.
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	FR9.2 (TID Table) Complete.	FR9.2 (TID Table) Complete.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE	FR10.5 (TID Table) Complete. Two phases are complete.
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE.	FR10.5 (TID Table) Complete. Two phases are complete.
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical.	City of Reedley continues its commitment to including the installation of bike lanes and construction of bike trails wherever it is deemed practical.

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FR-TCM1	Reedley	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City conducts yearly traffic counts at all of its major intersections, monitoring its current level of service.	City of Reedley conducts yearly traffic counts at all of its major intersections, and monitors its current level of service.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	City of Reedley remains committed to including the installation of bike lanes and the construction of bike trails wherever practical. The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort is made to keep and enhance the connectivity of the county plan throughout the City.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	City transit vans are CNG. No additional need identified.	City transit vans are CNG. No additional need identified.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR19-8 (TID Table) Complete.	FR19-8 (TID Table) Complete.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete. The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete. The City of Sanger also continues to monitor increasing traffic flows and congestion in the effort to identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable.	The City of Sanger bicycle plan asserts cycling as an alternative and viable mode of transportation. ATP and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install trails and bike lanes along parks, where applicable.
FR5.3	San Joaquin	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.	Traffic levels in the City of San Joaquin do not cause congestion. The City will continue to monitor the need for improvements, but no need is identified at this time.

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FR5.4	San Joaquin	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	Development projects in the City are required to make improvements that will conform to the General Plan.
FR9.3	San Joaquin	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for bicycle lanes.	All new collector streets are striped for bicycle lanes.
FR-TCM1	San Joaquin	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City of San Joaquin evaluated traffic conditions and traffic flow in the circulation/traffic element the City's adopted Community/General Plan. No additional needs identified at this time.	As part of the City's adopted Community/General Plan, the city continually monitors traffic conditions and flows under the circulation/traffic element.
FR5.4	Selma	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Traffic in the City is not affected by delays associated with geometric or traffic control configurations. To this end, traffic flows are routinely observed and monitored during field excursions within the City, with no additional need yet to be identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	FR9.3 (TID Table) complete.	FR9.3 (TID Table) complete.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-\$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide\$23 million.All traffic signal projects include ITS per City ITS standards.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3 which created an efficient citiwide traffic coordination system. The total cost for the 3 phases is \$15 million (through CMAQ, RSTP). City of Fresno implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS which provides \$23 million. All traffic signal projects include ITS per City of Fresno ITS standards.

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FR5.4	Fresno County	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	FR5.4 (TID Tables) Complete. Ongoing measure.	FR5.4 (TID Tables) Complete. Ongoing measure.
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater	Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater.	FR10.7 (TID Tables) Complete. Ongoing measure.	FR10.7 (TID Tables) Complete. Ongoing measure.
FR8.6	FCRTA	Subscription Services	Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less than five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.	While patrons for the Subscription Service program represent less than five percent (5%) of total ridership at this time, FCRTA continues to maintain the service for each of its operations. FCRTA remains committed to pursuing this service.
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	Continuous assessments are made to identify needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.	Continuous assessments are made to identify needs for additional bus stop improvements. FCRTA has budgeted its capital reserve funds to install bus stop shelters as warranted or requested throughout its operating areas. Additional improvements will continue to be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.

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FR 5.10	Fresno COG	Freeway Service Patrol	on-going	not specified	2002	FRE020163	To Expand the Freeway Service Patrol to Serve Additional Segments of SR99, 168, and 180	Complete	Complete
					2002	FRE020649	To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats)	Complete	Complete
FR5/FR5.4	Clovis	Traffic Flow Improvements; Site Specific TCMs	in progress	not specified			Willow-Shaw Intersection Willow-Ashlan Intersection Willow-Bullard Intersection	Complete Complete Complete.	Complete Complete Complete.
							Willow-Barstow Intersection	Complete	Complete
							Willow-Herndon Intersection Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota	Complete Complete	Complete Complete
							Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad	Complete	Complete
							Bicycle Improvement: Sierra, between Willow-Clovis	Complete	Complete
							Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
							Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
							Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA					
		Shaw Signal Interconnect, Clovis-Temperance			1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete
		Herndon Interconnect, Willow-Tollhouse			1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
		Villa Interconnect, Bullard-Shaw			2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete

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								(as of 07/2019)	(as of 08/2020)
		Ashlan Interconnect, Clovis-Winery			2000	FRE000101	Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery)	Complete	Complete
		Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete
		Clovis Traffic Management Center			2000	FRE000105	Construction of Traffic Management Center at Clovis City Hall Facility	Complete	Complete
		Clovis-Alluvial Traffic Signal			2000	FRE00106	Install Traffic Signal at Clovis and Alluvial Avenues	Complete	Complete
		Clovis-Sierra Traffic Signal			2000	FRE000165	New Signals at the Intersection of Clovis Avenue and Sierra Avenue	Complete	Complete
		Clovis Old Town Trail, Dayton-Willow			2000	FRE001805	Union Pacific's Clovis Branchline/Pinedale Spurline Railroad	Complete	Complete
		Dry Creek Trail Terminus, Minnewawa			2000	FRE001801	Corridor Trail Landscaping Project	Complete	Complete
		Dry Creek Trail, Alluvial-Nees			2000/2002	FRE001802/FRE021801	Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees)	Complete	Complete
		Treasure Ingmire Park Rest Stop			2000	FRE001803	Old Town Trail at Treasure Ingmire Park Rest Stop Project	Complete	Complete
		Grade Crossings Herndon			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Villa			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Nees			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
		Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
		Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete
		Installation of Bus Shelters			2000	FRE000110	Install Five Transit Bus Shelters at Various Locations	Complete	Complete
FR 5.3/TCM 1	Coalinga	Traffic signal on SR198 & Phelps Avenue		2003 CMAQ	2004	FRE020110	Install Traffic Signal at Intersection of SR33/SR198 and Phelps Avenue.	Complete	Complete

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FR 9.3/9.5/10.4/10.5/ 10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs		2002 CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street	Complete	Complete
							Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Complete	Complete
							Bikeway: Polk Street from Monterey Avenue to Merced Ave.	Complete	Complete
FR 5.3	Fowler	Add left turn phasing to intersection of Merced Street and Golden State Blvd.		2002 \$616,000 STP	2002	FRE020609	Golden State Boulevard/Merced Ave. Intersection Reconstruction to Improve Channel/Signalization	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Fowler	Sidewalk improvements in the vicinity of 5th Street and Main Street	ongoing	CMAQ	2002	FRE020112	Construct Pedestrian Sidewalks Along Main Street (4th to 6th St.) and Along 5th Street (Main to Merced)	Complete	Complete
FR 5.1/5.2/TCM1	Fresno	Nine projects	underway	\$13 M CMAQ					
		FCMA Signal Synchronization (Phase I, II, and III)			1996 - 2002	FRE020118	FCMA Signal Synchronization Project Implementation All Phases	Complete	Complete
		Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
		Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete
		Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Complete	Complete
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Complete	Complete

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		First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Chestnut & Kings Canyon			2004	FRE020122	At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete.	Complete.
		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Complete	Complete
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Complete	Complete
		Controller at Railroad Crossing			2000/2002	FRE020126	New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles	Complete	Complete
		Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Complete	Complete
		Clinton & West			2004	FRE020128	At Intersection of Clinton and West Avenues; Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes & Protected Left Phasing EB & WB	Complete	Complete
		Herndon, Van Ness & Marks			2000/2002	FRE020614	Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays	Complete	Complete
FR 9.2/9.3/9.5/TCM4/ 19.18	Fresno	Improve bicycle facilities	in progress	\$1.7 M CMAQ	2004	FRE020129	Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets	Complete	Complete

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FR 5.2/5.3/5.4/5.5/19.25/TCM1	Huron	Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets)	not specified; 2003	CMAQ; TEA					
					2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	City of Huron continues coordination/consultation/discussion of alternatives with Caltrans (as it is a State Route) as well as the City Council. Completion is expected by the end of 2020	City of Huron and Caltrans will pursue alternatives to signals, TCM designation will be removed and substituted to an appropriate project. Estimated date of substitution is late 2020.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue		2003 CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue		2004 CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St.provide turn pockets & expand park(18 Ave & Sierra St. intersection improvement program.	Complete	Complete
							On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Complete	Complete
FR 9.2/9.3/10.4/10.5/10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7/TCM4/19.18	Parlier	two bicycle projects		2003 partial CMAQ					

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		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003		potential sources identified, including CMAQ		Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							4th Street sidewalk between Fig St. and East End	Complete	Complete
							I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
							Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							Bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities		2002 Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete
FR 6.1/6.2/TCM6	Reedley	Park and ride lot		2002 Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process	partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
					2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Complete	Complete
FR-19.4	Reedley	Increase Parking at Transit Centers or Stops	this year (2002)	not specified			Construct first city park and ride lot	Complete	Complete
No. 4	Reedley	Purchase PM-10 streetsweeper	not specified	CMAQ	2000	FRE000131	Replace City's Older Diesel Street Sweeper With An Alternately Fueled CNG Sweeper	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR 5.2/19.25/TCM1	Sanger	Coordinate three signals on Jensen Avenue and four signals on Academy Avenue		2002 \$500,000 CMAQ	2002	FRE020149	Traffic Signal Interconnection along Academy Avenue (Annadale - 5th) and Jensen Avenue (Bethel - City Limits)	Complete	Complete
FR5.3	Sanger	Reduce Traffic Congestion at Major Intersections	2003-2005	RSTP and Local			Bethel Ave. between 9th St. and Jenni Ave. Academy Ave. between Central and Church Ave.	Complete This is a capacity increasing project by adding travel lanes. Project should not be considered applicable per the conformity rule.	Complete This is a capacity increasing project by adding travel lanes. Project should not be considered applicable per the conformity rule.
FR9.3/9.5/10.4/10.5/10.7/TCM4	Sanger	Bicycle/Ped. Program	ongoing-2004	potential sources identified, including CMAQ			Repair broken Sidewalk at various locations Bethel Ave. sidewalks between Jensen and Jenni Ave. Annadale Ave. sidewalks between Academy and Newmark 9th St. sidewalks between Bethel Ave. and Cottle	On going with TDA funds. Complete Complete Complete	On going with TDA funds. Complete Complete Complete
FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
FR 5.3	Selma	Four signal projects Rose/McCall Thompson/Whitson Thompson/Dinuba McCall/Barbara	not specified	CMAQ	2002 2002 2000 2002	FRE020152 FRE020152 FRE000138 FRE020154	Install Traffic Signals and Provide Interconnection Install Traffic Signals and Provide Interconnection Install Traffic Signal at Intersection of Thompson & Dinuba Avenues In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete Complete Complete Complete	Complete Complete Complete Complete
FR 19.18	Selma	Four pedestrian projects Highland Avenue	not specified	not specified	2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
		Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
		Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
							Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
							Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
FR 5.9	Fresno County	Bus pullout on Shaw Avenue at Wishon Avenue	not specified	not specified	1996/1998/2000	FRE000140	Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone)	Complete	Complete
FR 9.3/10.4/TCM4	Fresno County	Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities	2002	Local			Class II bikeway on Ashlan between Minnewawa and Clovis	Complete	Complete
							Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	Complete	Complete
							Bikeway Friant Rd, Millbrook to North Fork Rd	Complete	Complete
							Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Project is on track and progression continues.	Project is on track and progression continues.
FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
							Kerman Kearney Plaza Improvements	Complete	Complete
							Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
							Parlier Third Street Improvements	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
							Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete
							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
<u>ADDITIONAL PROJECTS IDENTIFIED</u>									
FR9.2	Coalinga	Encouragement of Pedestrian Travel					Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street.	Complete	Complete
							Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave.	Complete	Complete
				CDBG			Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street.	Complete	Complete
FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Complete	Complete
FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	Complete	Complete
FR10.4/10.5	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP					Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan.	Complete	Complete
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	Complete	Complete
FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Complete	Complete

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Original Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2018 RTP Amendment #2 / 2019 FTIP Amendment #6 2019 CONFORMITY</u>	<u>2018 RTP Amendment #3 / 2019 FTIP Amendment #12 2020 CONFORMITY</u>
								(as of 07/2019)	(as of 08/2020)
FR19.18	Mendota	Pedestrian Facilities					Approximately 3,000 lineal feet of sidewalks and curb access ramps are currently under construction along Derrick Ave. (SR-33).	Complete.	Complete.
FR5.4	Parlier	Site-Specific Transportation Control Measures					Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing.	Complete	Complete
FR9.2/10.4/10.5/1 0.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete	Complete
FR19.18	Reedley	Pedestrian Facilities		CMAQ	2007	FRE040115	Install sidewalks and ramps, replace/repair existing sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	Complete	Complete
FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete	Complete
FR5.4	Fresno County	Site-Specific Transportation Control Measures					Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino.	Complete	Complete
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning.	Complete	Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

#4745422

NOTICE OF PUBLIC MEETING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NO. 12
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 3,
AND DRAFT CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS

Fresno Council of Governments (Fresno COG) herein provides notice that it will hold a public hearing at 5 p.m. on Sept. 16, 2020 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 12 (2019 FTIP Amendment No. 12), Draft 2018 Regional Transportation Plan Amendment No. 3 (2018 RTP Amendment No. 3), and the Draft Corresponding Air Quality Conformity Analysis. Due to the State of California's public health guidelines related to the COVID-19 pandemic and pursuant to Executive Order N-29-20, this public hearing will be held via webcast. In-person attendance is not be permitted. Details for how to participate will be published in the meeting agenda at <https://agendas.fresnocog.org/>

The hearing officer will receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Fresno County during the next four years. The 2019 FTIP Amendment No. 12 makes funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. This amendment also adds and deletes project phases and line-item projects.

- The 2018 RTP is a long-term strategy to meet Fresno County transportation needs through 2042. The 2018 RTP Amendment No. 3 reflects funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects. The amendment's changes are consistent with regionally significant projects' design concept, scope, or schedules, and do not change the plan's timeframe. Changes proposed in the 2018 RTP Amendment No. 3 continue to adhere to Conformity budgets, and therefore does not require a supplemental Environmental Impact Report (EIR).

- The Corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment No. 12 and 2018 RTP Amendment No. 3 meets the most recent air quality conformity requirements for ozone and particulate matter.

Translation services are available (with three-working-days' advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence Sept. 3 and conclude on Oct. 2, 2020. The draft documents are available for review at www.fresnocog.org. Fresno COG's office is closed due to Executive Order N-29-20; however, a hard copy will be provided upon request.

Public comments are welcomed at the meeting or may be submitted in writing by 5 p.m. Oct. 2, to Kristine Cai at the address below.

At their Sept. 24, 2020 regular meeting, staff will request delegated authority from the Fresno COG Policy Board authorizing Fresno COG's Executive Director to approve the documents, via resolution, upon the close of the public comment period and review of all comments. Upon the Executive Director's approval, the documents will then be submitted for state and federal approval.

Contact Person: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-30

IN THE MATTER OF:
2019 FTIP AMENDMENT #12,
2018 RTP AMENDMENT #3,
CORRESPONDING 2020
CONFORMITY ANALYSIS

RESOLUTION ADOPTING THE 2019 FTIP
AMENDMENT #12, 2018 RTP AMENDMENT
#3 AND CORRESPONDING 2020
CONFORMITY ANALYSIS

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 (2018 RTP Amendment #3) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2018 Regional Transportation Plan Amendment #3 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2019 Federal Transportation Improvement Program Amendment #12 (2019 FTIP Amendment #12) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Fresno Council of Governments forum and general public involvement; and

WHEREAS, the 2019 FTIP Amendment #12 program listing is consistent with: 1) the 2018 Regional Transportation Plan Amendment #3; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding 2020 Conformity Analysis; and

WHEREAS, the 2019 FTIP Amendment #12 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the Corresponding 2020 Conformity Analysis supports a finding that the FTIP Amendment #12 and 2018 RTP Amendment #3 prepared in compliance with the requirements of the federal implementation rule for the 2015 ozone standard; and

WHEREAS, the Corresponding 2020 Conformity Analysis supports a finding that the 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2018 RTP Amendment #3 and 2019 FTIP Amendment #12 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Fresno Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with public participation process adopted by Fresno Council of Governments and

WHEREAS, a public hearing was conducted on September 16, 2020 to hear and consider comments on the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis;

WHEREAS, the Fresno Council of Governments Policy Board delegated authority to the Executive Director to approve 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis on September 24, 2020;

NOW, THEREFORE, BE IT RESOLVED, that Fresno Council of Governments adopts the 2019 FTIP Amendment #12, 2018 RTP Amendment #3, and Corresponding 2020 Conformity Analysis.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments finds that 2019 FTIP Amendment #12 and 2018 RTP Amendment #3 is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by Fresno Council of Governments this 6th day of October, 2020.

Signed: 
Tony Boren, Executive Director

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No public comments were received.



Have a say in how future transportation dollars are spent.

The Fresno Council of Governments (Fresno COG) is looking for transportation project suggestions that could become part of its 20-year Regional Transportation Plan or RTP. The RTP is a long-term plan for the Fresno County region's transportation system that is updated every four years. Our last RTP included over 3,100 projects from around the region and we are in the process of updating that plan now.

Do you have suggestions for roadway, transit, bikeway, trail, or other types of improvements?

Do the streets near you need repair?

Are the roads you travel unsafe or congested?

W

Does a new bikeway, trail, or sidewalk need to be added in your community?

We want to know! Please tell us by participating in a very brief, easy survey by October 15th. Submit as many project suggestions as you would like. Your project suggestions will be forwarded to the appropriate agency for review, consideration and possible inclusion into the updated RTP or local plans.

Take The Survey by opening the stock Camera app on your cell phone and point it steadily for 2-3 seconds

. Touch the

. If nothing happens, you may have to go to your Settings app and enable QR

Code scanning.

English Survey



Spanish Survey



Punjabi Survey



Or log on to www.planfresno.com and click on **RTP Survey**.

If you are unable to complete an online survey visit the PlanFresno website and submit your project suggestion via email. Y

The Fresno Council of Governments (Fresno COG) is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. Fresno COG undertakes comprehensive regional transportation planning, provides citizens an opportunity to be involved in the planning process, and supplies technical services to its member agencies--the 15 incorporated cities within Fresno County and the County of Fresno.

Fresno Council of Governments - www.fresnocog.org - 559.233.4148

Encuesta en Línea de las Necesidades de Transporte de 2020

Expresa su opinión sobre cómo se gastan los dólares futuros del transporte.

El Consejo de Gobiernos de Fresno (Fresno COG) está buscando sugerencias de proyectos de transporte que podrían formar parte de su Plan de Transporte Regional de 20 años o RTP.

El RTP es un plan a largo plazo para el sistema de transporte de la región del condado de Fresno que se actualiza cada cuatro años. Nuestro último RTP incluyó más de 3,100 proyectos de toda la región y estamos en proceso de actualizar ese plan ahora.

- ¿Tiene sugerencias para mejoras en carreteras, tránsito, ciclovías, senderos u otros tipos de mejoras?
- ¿Las calles cercanas a usted necesitan reparación?
- ¿Las carreteras por las que viaja son inseguras o están congestionadas?

¿Es necesario agregar un nuevo carril para bicicletas, sendero o acera en su comunidad?

¡Queremos saber! Infórmenos participando en una encuesta muy breve y sencilla antes del 15 de octubre. Envíe tantas sugerencias de proyectos como desee. Las sugerencias de su proyecto se enviarán a la agencia correspondiente para su revisión, consideración y posible inclusión en el RTP actualizado o en los planes locales.

Tome la encuesta Tome la encuesta abriendo la aplicación de cámara disponible en su teléfono celular y apunte de forma constante durante 2-3 segundos hacia el Código QR que desea escanear. En cuanto se

es posible que tenga que ir a la aplicación "Settings" y habilitar el escaneo de Código QR.

en inglés



en español



en Punjabi



O inicie sesión en www.planfresno.com y haga clic en **RTP Survey**.

Si no puede completar una encuesta en línea, visite el sitio web de PlanFresno y envíe su sugerencia de proyecto por correo electrónico. T

El Consejo de Gobierno de Fresno (Fresno COG) es un constructor de consenso, desarrollando programas aceptables y soluciones a cuestiones que no respetan los límites políticos. Fresno COG lleva a cabo una planificación integral del transporte regional, proporciona a los ciudadanos la oportunidad de participar en el proceso de planificación y suministra servicios técnicos a sus agencias miembros: las 15 ciudades incorporadas dentro del condado de Fresno y el Condado de Fresno.

Extreme Climate

The widespread effects of climate-related events are increasing in intensity and frequency. This Future analyzes the potential effects that an extreme continuation of this trend would have on the Fresno region—such as housing, economy, environment, and health.

Demographics

- Depressed population growth
 - Reduced headship rates, smaller household sizes
- Potential out-migration from the region
 - Affluent households more likely to migrate out
 - Jobs/housing imbalance
 - Shortage of seasonal workers
 - Decline in foothill and rural communities (wildfires, water availability, insurance costs, etc.)
- Higher proportion of vulnerable and low-income populations

Economy

- Increased costs in various sectors
 - More expensive consumer goods, construction, and insurance
 - High cost of living, high inflation anticipated
 - Decreased investment in business and construction due to higher costs
 - Higher unemployment, poverty
- Loss in agriculture jobs due to decreased water availability
 - Fallow lands
 - Potential food scarcity
- Strain on government agencies
 - Water, infrastructure, construction
 - Decreased tax revenue to governments
 - Increased demand/cost for services
- Loss of tourism attraction and activities

Equity

- Pollution-burdened and transit-dependent populations disproportionately affected
- Learning capacity of students decreased with extreme temperature conditions and less opportunities for physical activity
- Possible blight in disadvantaged areas as affluent households move to more temperate climates

Health & Air Quality

- Increased rate of adverse health effects
 - Increased barriers to mobility and active transportation, leading to increased medical conditions linked with sedentary lifestyles
 - Extreme temperatures and bad air quality leads to increased medical conditions (asthma, etc.)
 - Decrease in water quality could lead to adverse health effects
- Increased burden on healthcare industry
 - Higher demand for medical services
 - Scarcity of emergency response

Land Use

- Higher share of urban growth
 - Water, infrastructure strained in rural areas
 - Potential loss of housing due to wildfires and flooding in foothills
- Decrease in housing development and availability
- Possible decrease in home ownership as housing burdens rise
 - Cost of living, energy, etc.
 - Increases in construction and development costs make homes even less affordable

Natural Resources, Energy & Environment

- Increased strain on power grid due to extreme temperatures
- Increased energy and water prices, leading to greater housing burdens
- Water infrastructure changes necessary
 - Less availability of hydropower, leading to decreased power generation
 - Degradation of water quality (intoxication/contamination), decreased water availability
 - Less snowpack leads to need for more and different water storage methods
- Loss forests and resource areas due to increased wildfires and/or flooding

Transportation

- Increased burden on transportation infrastructure
 - Increased pavement deterioration rates due to extreme temperatures
 - Increased need for maintenance and higher costs of pavement materials
 - More maintenance needs due to wildfires and flooding
 - Decreased tax base leads to less transportation funding
- Less active transportation, increased dependence on vehicles, more congestion
- Less EV penetration due to energy shortages
- Greater discomfort to transit users

High Tech Innovation

We find ourselves in a world of emerging technologies that have the potential to drastically alter everyday life. This Future assumes a rapid adoption of innovations in various industries, especially transportation, and their effects on the Fresno County region.

Demographics

- Increased population growth
 - Potential in-migration of affluent workers from metro areas (Bay Area, Southern CA) attracted by lower housing costs but still working remotely for old firms
 - Population growth disproportionate to jobs
- Higher life expectancy may lead to a top-heavy age distribution, more retirees

Economy

- Widespread innovation and economic expansion across multiple sectors, especially office jobs
- Depressed economic growth in some sectors
 - Increased automation leading to decrease in manual jobs, especially agriculture
 - More online shopping could lead to a decrease in local retail jobs
 - Possible decline in commercial real estate
- Higher tax base
- Increased demand for housing

Equity

- Lack of education/skilled workforce to keep up with changing jobs climate
- Income gap widens as tech economy booms, manual workforce gets left behind
- Potentially inequitable access to high-speed Internet in low-income communities

Health & Air Quality

- Possible improvement in air quality due to decreased emissions
 - Innovations in various industries may lead to less emissions from transportation, manufacturing, etc.
 - More telecommuting may lead to less VMT
 - Increased electrification of private and freight vehicles
- Innovations in healthcare could lead to higher life expectancy
 - An aging population brings its own healthcare challenges
- Potential increase in medical conditions due to increase in sedentary lifestyles

Land Use

- Decrease in commercial development as online shopping and telecommuting becomes more commonplace
 - Potential urban blight as retail/office space becomes vacant, leading to an increase in crime
- High rate of residential development
 - Region may become more of a bedroom community as residents take more remote jobs from outside the region
- More sprawl as telecommuting increases and transportation becomes cheaper and more accessible
- Possible reduced need for parking space

Natural Resources, Energy & Environment

- Increased strain on energy grid
 - More EV penetration
 - More peak-low energy usage as more people work from home

- More bandwidth demand with the increase in smart technology
- Higher overall demand for natural resources
 - Increased sprawl leading to consumption of resource land

Transportation

- Innovation in autonomous transportation may make SOV more attractive
 - Possible increase in VMT?
 - Short-term increase in congestion, possible long-term decrease?
- Higher EV penetration, need for more charging stations
- Innovation could lead to opportunities for transit service integration/cooperation with TNCs (first/last mile etc.)
 - Autonomous shuttles? May lead to better connectivity between urban/rural areas
- Possible impacts in goods movement
 - Delivery services (e.g. GrubHub, InstaCart, etc.)
 - Delivery drones may decrease demand for ground freight

Regulatory Challenges

In response to challenges with water availability, air quality, and other concerns, Fresno County is impacted by various government policies and regulations (e.g. SAFE rule, SB 743, SGMA) to address these issues. This Future seeks to explore changing regulatory climates and the impacts such policies may have on our region, specifically with regards to land use and transportation.

Demographics

- More homeless/group quarters populations
- Less population growth expected
 - Migration out of region for those who can afford to move

Economy

- Housing price and cost of living increase
- Loss of jobs, especially in non-government sectors
 - Out-migration of jobs as businesses seek more lenient regulatory climates
 - Fallow ag lands, loss in farm employment
- Decreased tax base

Equity

- Stagnation of small rural cities/communities
 - Disproportionate impact of SGMA on cities that rely on groundwater
- Increased poverty, especially in rural areas

Health & Air Quality

- Mode shift away from SOV could lead to better air quality
- Higher demand for mental health services, especially for farm/ag workers
- Fallow land could have adverse effect on air quality (dust, particulates)

Land Use

- More regulations regarding affordable housing
 - Inclusionary zoning
 - Mandated 10-20% new development at below-market rates
 - Affordable housing development incentivized under SB 743
- Higher proportion of growth, more density in urban area
 - Higher densities, less sprawl development (SB 743)
 - RHNA density requirements
 - Limited growth in rural communities, development incentivized in urban centers due to infrastructure, water availability, and land use development regulations (e.g. SB 743)
- Economic pressure on housing supply
 - Increased demand/costs, VMT mitigation measures required (e.g. SB 743)
 - Increased mandate for solar on new housing
- Higher burdens on other sectors to decrease pollution, less investment in business/development
- Could see more farmland repurposing (e.g. solar farms)

Natural Resources, Energy & Environment

- Increased water cost
 - Extreme water shortages, heavy regulations on water use
- Loss of prime farmland as land goes fallow

- Potential strain on energy grid
 - More demand for cooling
 - More electrification, EV penetration

Transportation

- SAFE rule increases auto operation cost, changes in travel behaviors, shifts away from SOV
 - Gas tax increase with SAFE rule (could be less effective with more EV penetration)
 - Harder to pass conformity, potential less transportation funding for region
 - Possible diversion of tax revenue from transportation projects to fund other state/national priorities
- Various impacts under SB 743
 - Less funding for capacity increasing projects
 - More funding for active transportation projects
 - No distinction in SB 743 for ZEV, may act as a barrier to EV penetration
 - Density in urban area could make transit projects mor feasible, impactful
- Requirement for more EV infrastructure

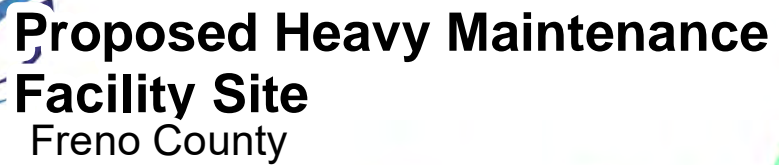
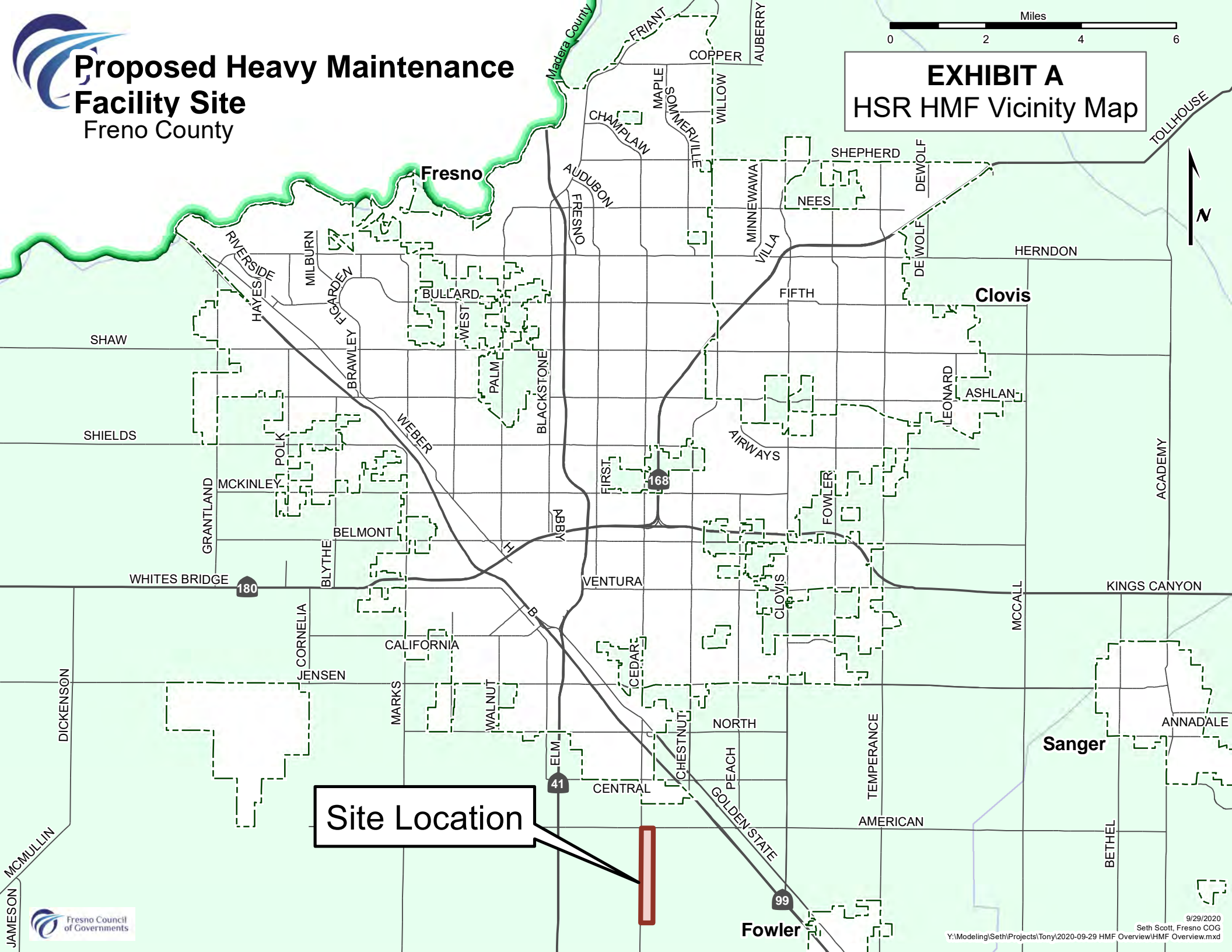


EXHIBIT A

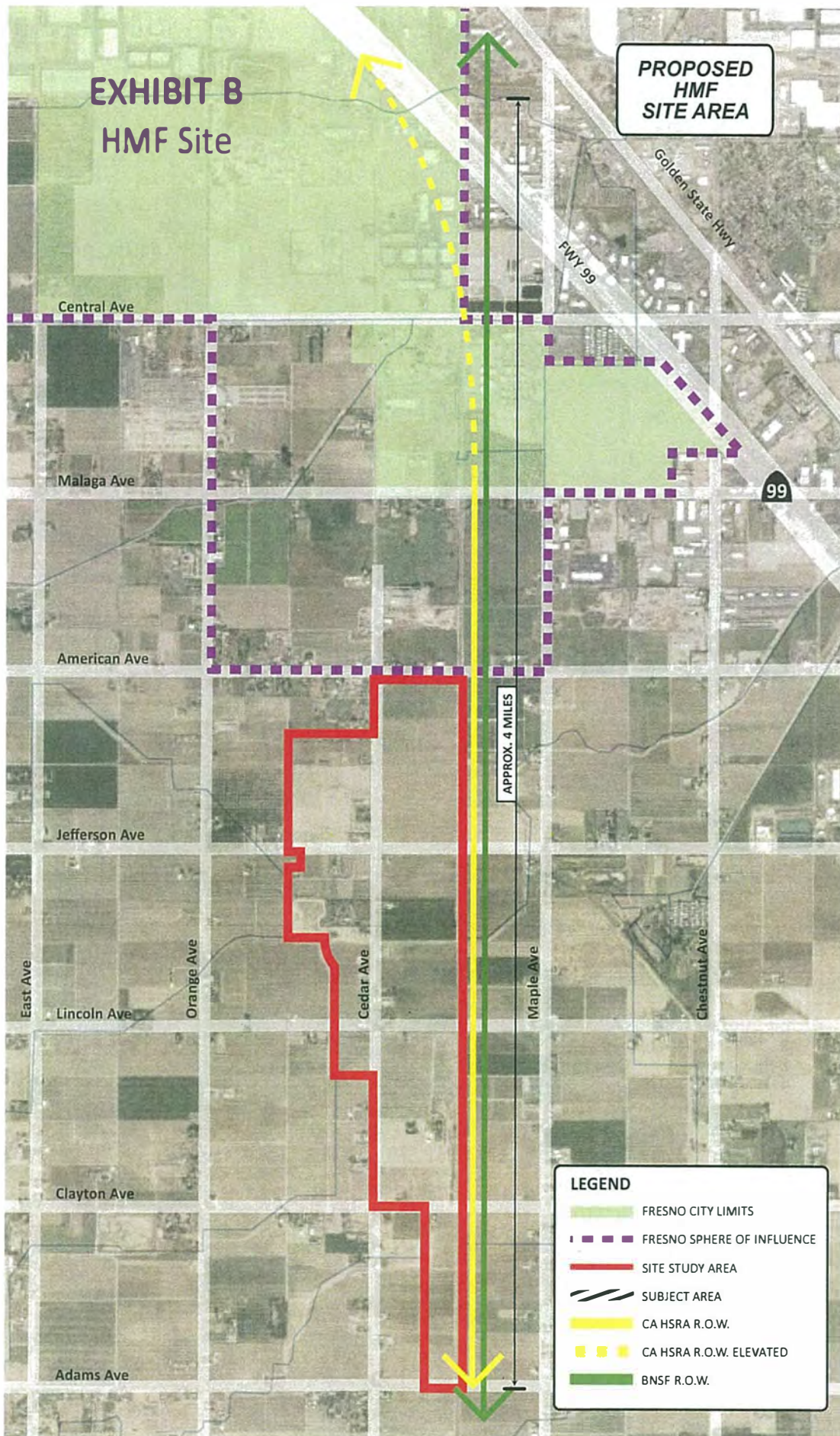
HSR HMF Vicinity Map



Site Location

EXHIBIT B HMF Site

PROPOSED
HMF
SITE AREA



LEGEND

- FRESNO CITY LIMITS
- FRESNO SPHERE OF INFLUENCE
- SITE STUDY AREA
- SUBJECT AREA
- CA HSRA R.O.W.
- CA HSRA R.O.W. ELEVATED
- BNSF R.O.W.

EXHIBIT C

AMERICAN

JEFFERSON

LINCOLN

CLAYTON

ORANGE

CEDAR

MAPLE

33404135
11.27 AC.

33404093S
18.94 AC.

33404129
19.91 AC.

33433039
19.00 AC.

33433059
9.46 AC.

33433017
1.00 AC.

33433016
1.00 AC.

33433040
0.86 AC.

33425028
16.00 AC.

33425065
1.21 AC.

33425064
13.36 AC.

Heavy Maintenance Facility
Site Footprint

33433046S
0.37 AC.

33433024
16.12 AC.

33425043
19.00 AC.








33425066
0.92 AC.

33425021
18.00 AC.

MORTON

FRESNO

High Speed Rail Maintenance Facility

-  Parcels to be Acquired
-  BNSF
-  High Speed Rail Alignment
-  HSR Acquired Property/ROW
-  HSR Excess ROW
-  Sphere Of Influence
-  County Streets



Source: Esri, DigitalGlobe, GeoEye, USDA, USGS, AEX, Getmap, User Community

Exhibit D

Comparative Analysis

Original “Fresno Works” HSR HMF Concept/ New Proposal-HSR Maintenance of Way Facility Campus

Original “Fresno Works” Heavy Maintenance Facility Concept

- \$25.0 mil.
- Heavy Maintenance Facility
- Broad vision to position CHSR system and HMF as the global showcase for HSR, drawing investment and commerce from around the world.
- Future epicenter of United States High Speed Rail Industry
- 2,300 jobs
- Extensive training and education infrastructure
- Funding to be used for site acquisition, infrastructure utilities and/or construction,

New Proposal-High Speed Rail Maintenance of Way Facility Campus

- \$24.5 mil. (\$500,000 previously spent on expired real estate options)
- Operational Control Center (OCC)
- Temporary trainset acceptance testing and certification facility
- Training classrooms
- Support Equipment (i.e. simulators)
- Funding to be used for site acquisition, infrastructure utilities and/or construction,



August 14, 2020

Lee Ann Eager, President /CEO - EDC
Tony Boren, Executive Director - Fresno COG
Mike Leonardo, Executive Director - FCTA
Fresno Works
906 N Street, Suite 120
Fresno, CA 93721

Dear Ms. Eager, Mr. Boren, Mr. Leonardo:

At yesterday's Board meeting, I informed the Board of our plans to select the Fresno Works site to build a Maintenance of Way facility campus consistent with the Fresno-Bakersfield environmental document.

The Fresno Works site is the key location for the systems first Maintenance of Way facility which will include the Operational Control Center (OCC), a temporary trainset acceptance testing and certification facility, training classrooms and support equipment, such as simulators. Clearly, this goes a long way to support the long-term vision of creating a High-Speed Rail campus that will provide significant opportunities for the region. It is also important to note that this site will initially test and commission the first train sets that will operate on this system.

Based on prior discussions, the Authority looks forward to partnering with Fresno Works and continuing negotiations on how best to most efficiently acquire the land and utilize the committed \$25,000,000 for the site to develop these facilities.

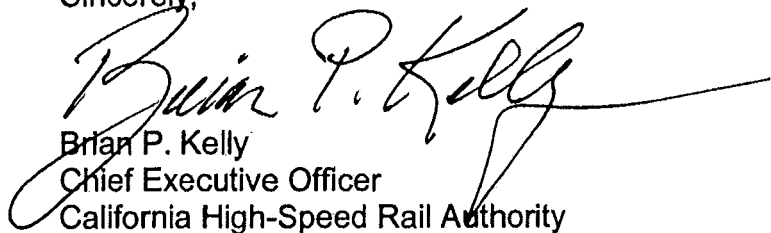
Further, we understand that the County of Fresno, City of Fresno, Fresno COG and Fresno County Transportation Authority aim to accelerate infrastructure investments in the project area to allow for job generating development. The Authority is committed to support this endeavor by providing you with any high-speed rail-related information and/or documentation you may need to achieve this acceleration.

We look forward to working with you and appreciate your continued support to help us build a High-Speed Rail System in the Central Valley.

Ms. Eager, Mr. Boren, Mr. Leonardo
August 14, 2020
Page 2

Should you have any questions, please do not hesitate to contact me via email or phone call.

Sincerely,

A handwritten signature in black ink, reading "Brian P. Kelly". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority