



2026 Regional Transportation Improvement Program

Fiscal Years 2026/27 through 2030/31



Submitted by Fresno Council of Governments
2035 Tulare St., Suite 201, Fresno, CA 93721



December 15, 2025

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

Subject: Fresno COG 2026 Regional Transportation Improvement Program Submittal

Dear Ms. Taylor,

Consistent with the guidance provided by the California Transportation Commission, the Fresno Council of Governments (Fresno COG) has adopted Resolution 2025-51 setting forth the 2026 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission and inclusion in the 2026 State Transportation Improvement Program (STIP).

The proposed 2026 RTIP is consistent with Fresno COG's approved 2022 Regional Transportation Plan and Sustainable Communities Strategies and is based on regional priorities.

If you have any questions, please feel free to contact Ofelia Abundez, Senior Regional Planner, at (559) 233-4148 Extension 205.

Sincerely,

Robert Phipps
Executive Director
Fresno Council of Governments

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

Fresno Council of Governments

Table of Contents

A. Overview and Schedule

Section 1. Executive Summary.....	1
Section 2. General Information.....	2
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	3
Section 4. Completion of Prior RTIP Projects.....	4
Section 5. RTIP Outreach and Participation.....	4

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming.....	5
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....	9
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs.....	9
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....	9
Section 10. Highways to Boulevards Conversion Pilot Program	9
Section 11. Complete Streets Consideration.....	10

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

Section 12. Regional Level Performance Evaluation.....	10
Section 13. Regional and Statewide Benefits of RTIP.....	13

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of the Cost Effectiveness of RTIP.....	13
Section 15. Project Specific Evaluation.....	17

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding.....	17
---	----

F. Appendices

Section 17. Project Programming Request (PPR) Forms.....	25
Section 18. Board Resolution or Documentation of 2026 RTIP Approval	25
Section 19. Fact Sheet	25
Section 20. Detailed Project Programming Summary Table	25
Section 21. Letters of Support.....	25

This page is left blank.

A. Overview and Schedule

Section 1. Executive Summary

Fresno Council of Governments (Fresno COG) is a joint-powers authority comprised of the County of Fresno and the 15 incorporated cities. Fresno COG serves as the state-designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for Fresno County and must comply with both designation requirements. Fresno COG's primary role as the RTPA is comprehensive regional planning, with an emphasis on transportation, and has expanded to touch on issues such as air quality, housing, growth, and economic development. Fresno COG is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP) by submitting a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

As the RTPA and MPO for the region, Fresno COG is responsible for developing and implementing the Regional Transportation Plan (RTP) that looks 25 years into the future and sets policies for a wide variety of transportation improvements. Fresno COG also prepares the region's Federal Transportation Improvement Program (FTIP), a four-year program of financially constrained transportation projects consisting of highway, transit, bicycle, and pedestrian projects that are selected through an approved project selection process.

Fresno County has been a self-help county since 1986 when voters approved the ½ cent sales tax, Measure C, dedicated to transportation. The ballot Measure created the Fresno County Transportation Authority (FCTA) to implement the Measure and appointed Fresno COG as the planning agency for Measure C. The Fresno region has a policy of leveraging state and federal funds on major regional improvements with Measure C funding. As in previous STIP cycles, this plan reflects the partnership among Fresno COG, FCTA, Caltrans, and the CTC that enables the region to maximize project delivery with a combination of local Measure C, state, and federal resources.

In coordination with Caltrans and FCTA, during the 2018 STIP Fresno COG requested \$3 million in STIP APDE to environmentally clear South Fresno Interchanges. The project is divided into two phases, North Cedar Interchange, and American Avenue Interchange. The environmental document was signed in January 2023. STIP county shares were programmed for construction on North Cedar in the 2020 STIP. In the 2022 STIP, design and right-of-way were programmed for American Avenue, and additional funding was requested in the 2024 STIP. Both projects are currently planned for construction in 2027-28.

The 2024 RTIP included \$101,577,000 that was reprogrammed in the 2026 STIP: \$10 million for construction and \$2 million for right-of-way on the SR 41 Excelsior Expressway. The project will be funded through various sources as provided in Sections 6 and 7. Construction is programmed for FY 2024-25.

\$45,346,000 is programmed for the South Fresno Interchange – North Cedar. The project construction is programmed for 27/28.

\$42,353,000 is requested for South Fresno Interchange – American Ave for construction in 2027-28, concurrent with the North Cedar project.

\$1,878,000 in Planning Program Monitoring (PPM) for FY 2025-26 - 2029-30.

The 2026 STIP provides \$14,611,000 in new programming capacity made up of:
 \$9,684,000 is requested for the Shaw Avenue Multimodal Interchange.
 \$4,162,000 approved in October 2025 by the CTC to program for the SR 41 Excelsior Expressway for 2024/25.
 \$765,000 is requested for Planning Program Monitoring (PPM), \$540,000 for 2029-30, and \$225,000 for 2030-31.

Section 2. General Information

- **Regional Agency Name**

Fresno Council of Governments (FCOG)

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

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

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

RTP link: <https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/>

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

Name Robert Phipps
 Title Executive Director
 Email robert@fresnocog.org
 Telephone 559-233-4148 ext. 210

- **RTIP Manager Staff Contact Information**

Name	Ofelia Abundez	Title	Senior Regional Planner
Address	2035 Tulare Street Suite 201		
City/State	Fresno		
Zip Code	93721		
Email	oabundez@fresnocog.org		
Telephone	559-233-4148 Ext. 205	Fax	559-233-9645

- **California Department of Transportation Headquarters Contact Information**

Name Sudha Kodali
Title Chief, Division of Financial Programming
Address Office of Capital Improvement Program, Department of Transportation
 Mail Station 82. P.O. Box 942874
City/State/Zip Sacramento, CA 94274
Email sudha.kodali@dot.ca.gov / OCIP@dot.ca.gov

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

Name	Kacey Moore-Gutierrez	Title	Associate Deputy Director
------	-----------------------	-------	---------------------------

Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Moore-Gutierrez@catc.ca.gov Telephone 916-707-1388
Fax 916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

The RTIP aligns with the State's goals related to Safety by making improvements to facilities that will reduce fatalities and serious injuries, particularly in disadvantaged areas around Fresno County. Projects listed in the RTIP will also contribute towards a more multimodal transportation future by investing in facilities that will promote transit and active transportation modes, including building infrastructure for those modes where they do not presently exist. Lastly, the RTIP will enable more efficient goods movement through replacement of outdated infrastructure that will promote economic prosperity through increased system efficiency, reduced congestion, improved travel time reliability, and bottleneck relief.

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

Fresno COG's RTIP is developed through collaboration with Caltrans, FCTA, its 16 member agencies, and the region's community members. Fresno COG's policy requires 75% or more of the region's STIP county shares to be used on projects from the Measure C tier I project list. This policy was established when the original measure passed in 1986 to ensure the regionally significant projects on the tier I project list were delivered as promised to the voters. The result has been a long-successful partnership among FCOG, FCTA, Caltrans, and the CTC to deliver State highway projects that provide the largest impact on the regional transportation network.

In 2006 the Measure C renewal passed.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Project delivery between the 2024 and 2026 RTIPs was impacted by an environmental lawsuit involving the South Fresno Interchanges, which resulted in significant schedule delays and prevented the completion of any projects during this period.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC (postmark by)	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2024 STIP	March 19-20, 2026

B. Community Engagement

Caltrans recognizes the importance of public participation as an essential element of the project. Therefore, the public will be afforded input to Caltrans' decision-making before and during the public review and comment period on environmental documents. For the Shaw Avenue interchange project requesting STIP funding this cycle, Caltrans will conduct community engagement using specifically outlined tactics to reach each affected community most appropriately. Caltrans will conduct agency and tribal consultation and public participation for this process through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and project development meetings. Public notices will also be posted in English and Spanish in local newspapers and on the Caltrans webpage. In addition, Caltrans will also hold a virtual public hearing to provide communities with the opportunity to learn more about the project and to comment on its draft environmental impact report/environmental assessment. Caltrans will use direct mail letters from the director and environmental staff, public notice advertising in The Fresno Bee (in both Spanish and English), and press releases as public outreach methods. Some of the agencies and community members Caltrans will coordinate with through face-to-face meetings, phone calls, and email to research and gather information about the project area and to share

information about the project included: Fresno County Department of Public Works and Planning, City of Fresno Public Works Department, tribal governments (made up of 10 Native American groups and the Native American Heritage Commission), the Natural Resources Conservation Service, Malaga County Water District, San Joaquin Valley Air Pollution Control District, Flamingo Mobile Home Park, Fresno County of Juvenile Justice Campus and Friends of Calwa.

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

Caltrans District: 6

Collaboration with Caltrans has always been a vital part of Fresno COG's process for developing the RTIP. Caltrans sits on the Policy Advisory Committee, which convenes monthly to advise the Fresno COG Policy Board on transportation issues. Caltrans also sits as a cooperative member of the Policy Board and provides monthly input during Policy Board meetings. Caltrans also attends the Technical Advisory Committee and Board meetings for FCTA, a key partner in delivering major transportation projects for the region.

Since a significant portion of our Measure C program is dedicated to the state highway system, communication among Fresno COG, Caltrans, and the Transportation Authority is frequent and at a high level. This cooperative planning process has successfully leveraged the funds necessary to build out the network of freeways and connected highways in, out, and through Fresno over the last 40 years.

Fresno COG and Caltrans meet quarterly to discuss the progress of STIP projects in the region. For each STIP cycle, Fresno COG and Caltrans discuss funding plans for our regional priority projects and identify highway improvement projects and needs that can be included in the Interregional Transportation Improvement Program (ITIP). The 2024 RTIP included significant interaction with Caltrans as we are partnering on a Caltrans ITIP project, SR 41 Excelsior Expressway Project, and the South Fresno Interchanges. This approach is continued forward in the 2026 STIP. Caltrans is also the implementing agency for the State Route 99 (SR 99) at Shaw Avenue interchange Project that will provide much-needed improvements to the interchange along SR 99.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Per the adopted 2026 STIP fund estimate, the total target for the Fresno region through FY 2030/31 is \$14,611,000 in new programming capacity.

\$4,162,000 approved in October 2025 by the CTC to program for the SR 41 Excelsior Expressway for 2024/25.

\$765,000 is requested for Planning Program Monitoring (PPM), \$540,000 for 2029-30, and \$225,000 for 2030-31.

\$9,684,000 is requested for the Shaw Avenue Multimodal Interchange.

B. Summary of Requested Programming

No APDE requested. No advancement of funding county shares.

An RTIP total funding amount of \$101,577,000 is being reprogrammed in the 2026 STIP.

Project Name and Location	Project Description	Requested RIP Amount
South Fresno Interchange Project, North/Cedar Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$ 45,346,000
SR 41 Excelsior Expressway, SR 41 from Elkhorn Ave to Excelsior Ave	Construct a 4-lane divided expressway from an existing 2-lane expressway and close a 6-mile unimproved gap.	\$12,000,000
Programming, Planning, Monitoring	PPM for FY 2025/26 - 2028/29	\$1,878,000
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$42,353,000

In summary, a total of \$14,611,000 is proposed for new programming.

Project Name and Location	Project Description	Requested RIP Amount
Shaw Avenue Multimodal Interchange	Improve multimodal circulation by reconstructing an interchange at Shaw Avenue/SR 99	\$9,684,000

SR 41 Excelsior Expressway, SR 41 from Elkhorn Ave to Excelsior Ave	Construct a 4-lane divided expressway from an existing 2-lane expressway and close a 6-mile unimproved gap.	\$4,162,000
Programming, Planning, Monitoring	PPM for FY 2029/30-2030/31	\$765,000

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

RTIP ID or Page #	Proposed 2026 RTIP	Total RTIP	Covid MID STIP	Other Funding					Total Project Cost
				ITIP	LPP	SHOPP	Measure C- Local	RTMF	
FRE504137	State Route 99 (SR 99) at Shaw Avenue Multimodal interchange	\$9,684							\$9,684
FRE111355	South Fresno Interchange (North/Cedar Phase)	\$45,346					\$35,154	\$31,800	\$112,300
FRE504139	South Fresno Interchange (American Ave Phase)	\$42,353	\$4,760				\$28,487		\$75,600
FRE504145	SR 41 Excelsior Expressway	\$16,162		\$40,609	\$4,164	\$18,652	\$15,273		\$94,860
FRE001101	Planning, Programming, Monitoring	\$2,643							\$2,643
Totals (\$1,000s)			\$4,760	\$40,609	\$4,164	\$18,652	\$78,914	\$31,800	\$295,087

Notes: SR 99 at Shaw Ave Interchange's PSR provides for alternative builds ranging in costs for Capital Outlay Construction range of \$179M-\$212M and Capital Outlay Right-of-Way cost range of \$35M-\$92M, Future funds to be determined.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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

Fresno COG's original self-help measure expanded SR 41 to Elkhorn Avenue, and Kings County has improved SR 41 on the county line to Lemoore, leaving this six-mile, unimproved gap on the remaining segment in Fresno County. Over the last decade, this six-mile gap has recorded 156 collisions and 19 fatalities, accounting for 30% of deaths on the entire 44-mile stretch of SR 41 in Fresno County¹. Aside from the safety improvements, this project will increase connectivity for economically underserved and tribal communities, improve operational efficiency of interregional freight movement and local farm-to-market travel, provide access to essential services, and relieve congestion. This project is within the 2023 ITIP's strategic interregional corridors and located on a priority interregional facility. The 2018 ITIP and RTIP funded the design phase in FY 2018-19 and right of way in FY 2019- 20. Construction funding was delayed in the 2020 ITIP however, through partnership and collaboration with Caltrans and FCTA, construction funding was proposed in the 2022 ITIP, RTIP, and local measure C funds to complete this project and close this gap. In October 2025, the CTC approved \$32,609,000 in ITIP funding, bringing the total to \$40,609,000.

Section 9. Projects Planned Within Multi-Modal Corridors

No planned projects or projects underway will be impacted by the State Route 99 (SR 99) at Shaw Avenue interchange project as proposed in the 2026 RTIP.

[Click here to enter text.](#)

Section 10. Highways to Boulevards Conversion Pilot Program

There are no potential candidates for a highways to boulevards conversion project in our region.

Section 11. Complete Streets Consideration (per Section 26)

This Shaw Avenue Multimodal Interchange project proposes to improve the complete street elements for non-motorists and pedestrians. Sidewalks and class II bike lanes in the shoulder of Shaw Avenue and Polk Avenue are proposed within City R/W. Other local streets will add sidewalks and reconstruct driveways consistent with city standards. The proposed Shaw Avenue bridge structure will add Class IV separated bikeways and sidewalks in all four proposed build alternatives.

The proposed structures and roadways of North and American Avenues will have dedicated bike lanes where feasible and sidewalks throughout the project limits. In addition to the on-site Complete Streets improvements, an all-purpose trail in Fresno County on Cherry Avenue south of Orange Center Elementary School will be constructed. The all-purpose trail will help facilitate student traffic from the nearby Daleville community to the school. The proposed improvements with this project also embody the classic elements of environmental sustainability. Electric vehicle charging stations will also contribute to environmental sustainability. In compliance with ADA and Code requirements, the project proposes a continuous pedestrian facility (including curb ramps, crosswalk, sidewalk, and path) that addresses mobility and accessibility needs. The project seeks to improve pedestrian safety crossings. The design will take into consideration special vehicle paths and other features to separate large trucks from bicycle and pedestrian traffic.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The 2026 RTIP furthers the goals and policies of Fresno COG's adopted 2022 RTP/SCS. Fresno COG's adopted 2022 RTP/SCS meets the recommended GHG reduction targets set forth by the California Air Resources Board, reduces per capita VMT (as shown in table B1), and the projects proposed in the 2024 RTIP are consistent with the goals, policies and funding capacity demonstrated in the RTP/SCS. Our regional vision, goals, and policies focus on areas including infrastructure, safety, accessibility, connectivity, sustainability and resiliency, economy, and partnerships.

The State Route 99 (SR 99) at Shaw Avenue interchange project will improve safety and traffic operations along the SR 99 corridor. This project will also address accessibility, sustainability, and serve the economic vitality of the region.

The RTIP is one of various funding sources the region relies upon to support transportation projects that support the goals of Fresno COG's RTP/SCS.

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

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	23.5 (2019)	24.3 (2046)
	Percent of congested VMT (at or below 35 mph)	15.36% (2019) No Build 15.23% (2019) 1 st run 15.29% (2019) 2 nd run	14.19% (2046) No Build 14.07% (2046) Build
	Commute mode share (travel to work or school)	Auto 95% Transit 1% Bike 1% Walk 3% (2019)	Auto 95% Transit 2% Bike 0% Walk 3% (2046)
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A
	Pavement Condition Index (local streets and roads)	64.8 (2025)	48.3 (2034)
	Percent of highway bridges by deck area classified in Poor condition	0.8% (2020)	0.8% (2021)
	Percent of transit assets that have surpassed the FTA useful life period	43% (2024)	30% (2025)
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	17/39.6 (per 100,000) – (2020)	N/A
	Fatalities and serious injuries per VMT	2.406/6.417 (per 100 million) – 2022	N/A

Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	36.0% (2019)	36.2% (2035)
	Mean commute travel time (to work or school)	13.9 min (2019)	13.1 min (2046)
	Farebox recovery ratio	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	2,167,013 (2021)	2,165,058 (2035)
	CO ₂ emissions reduction per capita	N/A	13% (2035)

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita area, by facility ownership, and/or local vs tourist	N/A	N/A
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Commute mode share (travel to work or school)	N/A	N/A
Transit	Total operating cost per revenue mile	N/A	N/A
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	N/A	N/A
	Pavement Condition Index (local streets and roads)	N/A	N/A
Safety	Total accident cost per capita and VMT	N/A	N/A
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	N/A	N/A

Section 13. Regional and Statewide Benefits of RTIP

The State Route 99 (SR 99) at Shaw Avenue Multimodal interchange project programmed in the 2026 RTIP provides both regional and statewide benefits. The project will contribute to an efficient, safe, integrated, and sustainable transportation system that will help safely and efficiently carry people and goods. The programmed project will improve safety along a major corridor, SR 99, and is identified as a priority interregional facility on the Interregional Transportation Strategic Plan (ITSP). This project will accomplish the goals of the 2023 ITSP.

According to the SR 99 Shaw Avenue Interchange Feasibility Study (January 2022), this project is needed to accommodate continuous growth on the west side of SR 99, relieve existing and prevent future congestion, improve access for freight and goods movement to the Shaw Avenue corridor, and better accommodate transit expansion. This project is also needed to close gaps in the active transportation network and improve traffic operations. Access to State Route 99 at Shaw Avenue and circulation to the roads surrounding the existing interchange are currently inadequate and fail to meet regional, local, and state planning requirements.

The purpose of this project is to improve multimodal circulation by reconstructing an interchange at Shaw Avenue/State Route 99 within the City of Fresno, from Post Mile 27.8 to 28.4. This project aims to reduce traffic congestion while accommodating future traffic infrastructure needs within Fresno County. The project aims to improve traffic operations at the interchange and on the intersecting and nearby local streets and intersections in the project area through updates to transportation facilities. The improved facilities would meet current Americans with Disabilities Act (ADA) standards. The project could result in lower air emissions on the local road system and improved access for businesses and residents in the project area and to destinations in the surrounding area. The new interchange would have a direct impact on safety.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost-Effectiveness of RTIP (Required per Section 19)

The cost-effectiveness of the RTIP on a regional level is based upon the following metrics and previously identified in Table B1. The programmed project in the 2026 RTIP will improve traffic circulation and reduce congestion, enhance access and connectivity, improve regional movement of freight and goods and local farm to market travel, and improve safety.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	N/A	23.48 (2046)
	Reduce Percent of congested VMT (at or below 35 mph)	N/A	10.64% (2046)
	Change in commute mode share (travel to work or school)	Auto 95% Transit 1% Bike 1% Walk 3% (2019)	Auto 95% Transit 2% Bike 0% Walk 3% (2046)
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	N/A	N/A
	Improve Pavement Condition Index (local streets and roads)	60 (2018/2019)	56 (2035)
	Reduce percent of highway bridge deck area in Poor Condition	N/A	1.2% (2028)
	Reduce percent of transit assets that have surpassed the FTA useful life period	N/A	30% (2025)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	N/A	N/A
	Improve accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Reduce fatalities and serious injuries per capita	N/A	N/A
	Reduce fatalities and serious injuries per VMT	N/A	N/A
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of	N/A	

	transit stops with frequent transit service		38.8% (2035)
	Reduce mean commute travel time (to work or school)	N/A	13.1 min (2035)
	Increase farebox recovery ratio	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	2,167,013 (2021)	2,165,058 (2035)
	CO ₂ emissions reduction per capita	N/A	13% (2035)

Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	N/A	N/A
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Change in Commute mode share (travel to work or school)	N/A	N/A
Transit	Change in Total operating cost per revenue mile	N/A	N/A
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	N/A	N/A
	Change in Pavement Condition Index (local streets and roads)	N/A	N/A
Safety	Change in Total accident cost per capita and VMT	N/A	N/A
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	N/A	N/A

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane-miles	N/A	N/A
	New HOV/HOT lane-miles	N/A	N/A
	Lane-miles rehabilitated	N/A	N/A
	New or upgrade bicycle lane/sidewalk miles	N/A	N/A
	Operational improvements	N/A	N/A
	New or reconstructed interchanges	Yes	Reconstructed Interchange
	New or reconstructed bridges	Yes	Reconstructed Bridge
Transit or Intercity Rail	Additional transit service miles	N/A	N/A
	Additional transit vehicles	N/A	N/A
	New rail track miles	N/A	N/A
	Rail crossing improvements	N/A	N/A
	Station improvements	N/A	N/A
Local Streets and Roads	New lane-miles	None	None
	Lane-miles rehabilitated	Yes	2.5
	New or upgrade bicycle lane/sidewalk miles	Yes	1.5
	Operational improvements	Yes	Varies depending on

			the selected alternative
	New or reconstructed bridges	Yes	Reconstructed

Section 15. Project Specific Evaluation (Required per Section 22D)

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP. The results of the analysis are shown below:

District: D06

PROJECT: Shaw Ave & SR 99 IC - Master

EA: 06-1H430
PPNO: 8167

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$220.0
Life-Cycle Benefits (mil. \$)	\$146.0
Net Present Value (mil. \$)	-\$73.9
Benefit / Cost Ratio:	0.7
Rate of Return on Investment:	0.5%
Payback Period:	20 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$48.1	\$8.8	\$56.9	\$2.8
Travel Time Reliability Benefits	\$3.8	\$1.0	\$4.8	\$0.2
Veh. Op. Cost Savings	\$71.1	\$11.5	\$82.6	\$4.1
Accident Cost Savings	-\$2.8	-\$0.3	-\$3.1	-\$0.2
Emission Cost Savings	\$3.3	\$1.5	\$4.8	\$0.2
TOTAL BENEFITS	\$123.6	\$22.5	\$146.0	\$7.3
Person-Hours of Time Saved			5,186,935	259,347

Should benefit-cost results include:

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

2) Travel Time Reliability? (y/n) Y
Default = Y

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

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

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

	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	149	7	\$0.0	\$0.0
CO ₂ Emissions Saved	111,597	5,580	\$4.2	\$0.2
NO _x Emissions Saved	37	2	\$0.5	\$0.0
PM ₁₀ Emissions Saved	1	0	\$0.1	\$0.0
PM _{2.5} Emissions Saved	1	0		
SO _x Emissions Saved	1	0	\$0.1	\$0.0
VOC Emissions Saved	3	0	\$0.0	\$0.0

E. Detailed Project Information

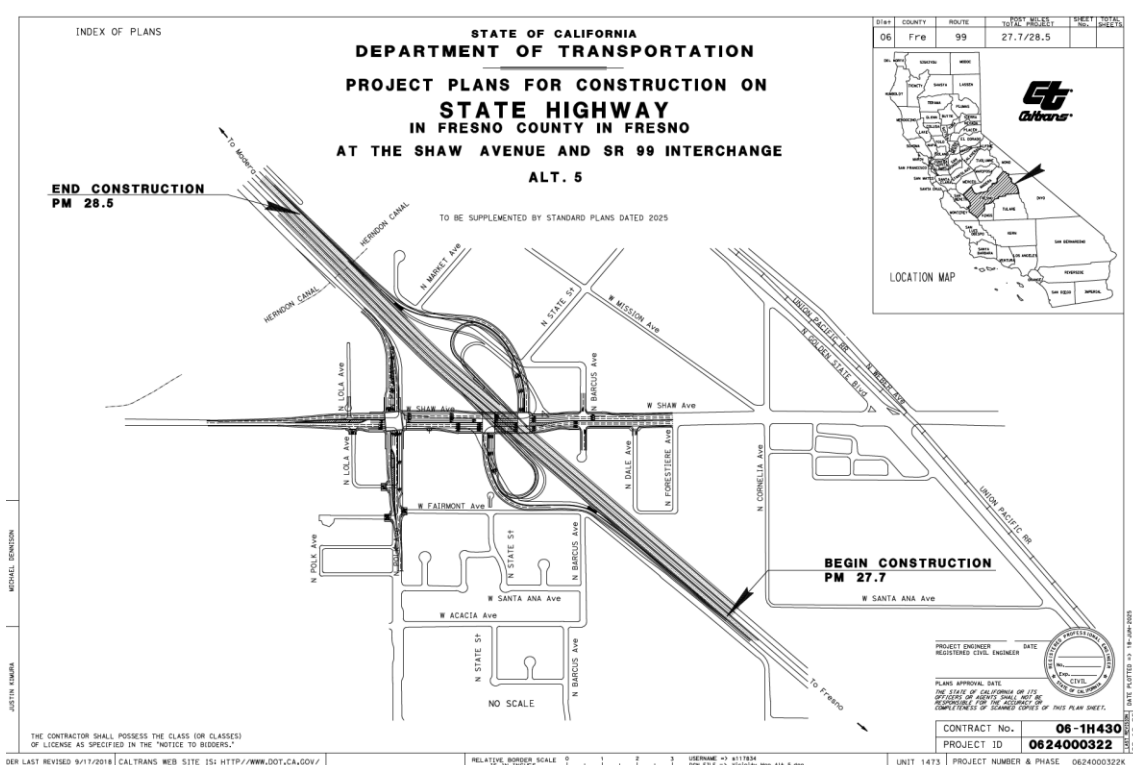
Section 16. Overview of Projects Programmed with RIP Funding

This section provides an overview of each project programmed in the 2026 RTIP.

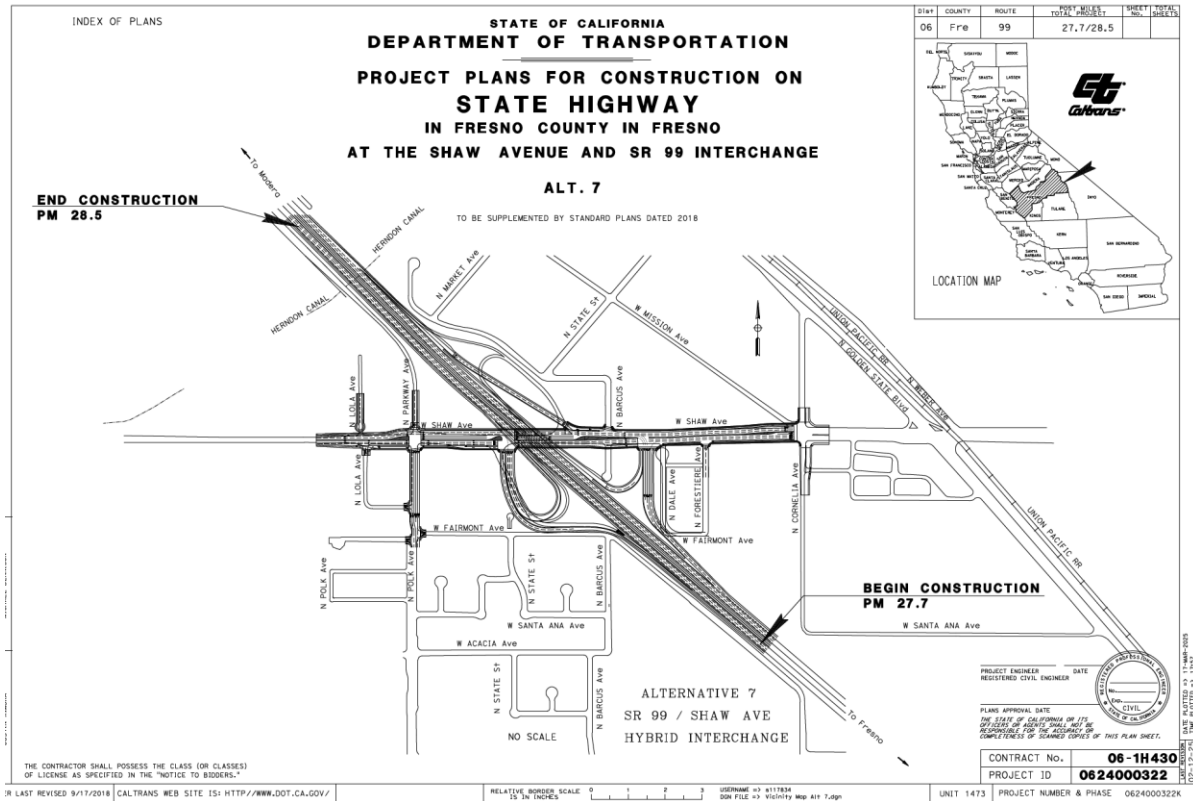
State Route 99 (SR 99) at Shaw Avenue Multimodal interchange: The Shaw Avenue Multimodal Interchange proposed project includes the removal and replacement of the Shaw Avenue Overcrossing, including the on and off-ramps, and construction of the retaining walls around the Shaw Avenue Overcrossing Bridge structure (Bridge number 42-0130 at PM 28.1). The existing Shaw Ave Overcrossing Bridge Structure will be replaced and widened, along with segments of the following local roads: W. Shaw Avenue, N. Lola Avenue, N. Parkway Avenue, N. Barcus Avenue, N. Dale Avenue, N. Forestiere Avenue, W. Fairmount Avenue, N. Polk Avenue, N. State Street, W. Mission Avenue, and N. Cornelia Avenue. Drainage facilities will be replaced, Intelligent Transportation System elements (lights, traffic signals, ramp meters, and loop detectors per Caltrans standard plans) will be installed, and landscape features will be constructed.

Caltrans is currently evaluating four build alternatives, which will be refined and narrowed to a single preferred alternative as the project advances. All alternatives will require bridge structure and on and off-ramps to be replaced and elevated to meet vertical clearance requirements. The proposed alternatives include:

Alternative 5 -Two-Quadrant Cloverleaf Interchange (L-8)

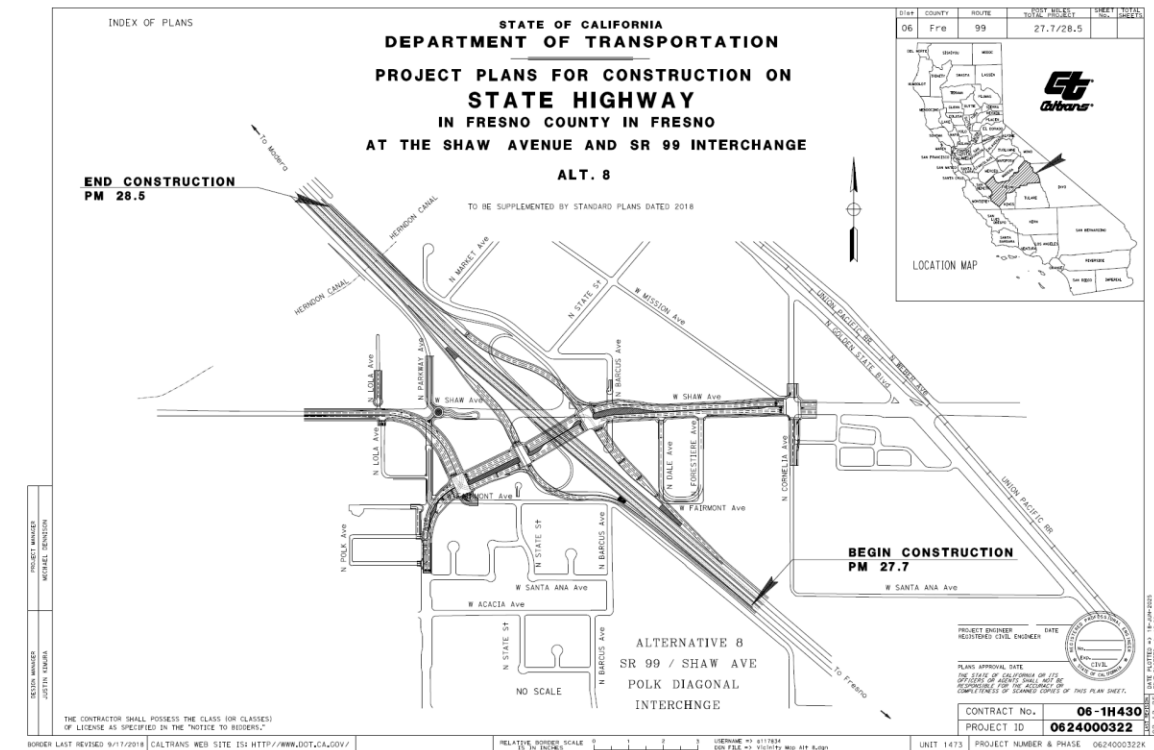


Alternative 5 will widen Shaw Avenue and maintain the existing horizontal alignment of Shaw Avenue with a Type L-8 on and off ramp configuration (Two-Quadrant Cloverleaf Interchange), construct a new overcrossing bridge structure, and improve local roadway circulation.



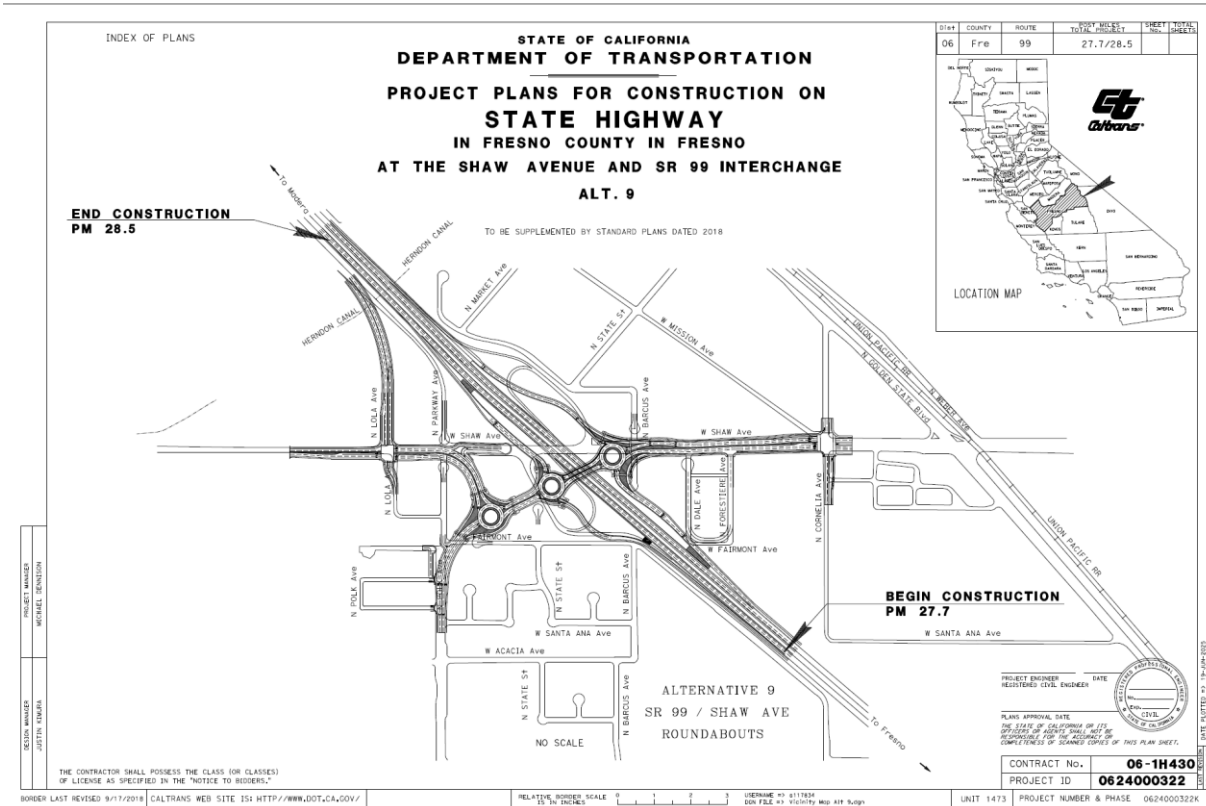
Alternative 7 will widen Shaw Avenue and maintain the existing horizontal alignment of Shaw Avenue with hybrid on and off ramp configurations (Hybrid Two-Quadrant Cloverleaf Interchange with a Type L-8 and Type L-9 ramps), construct a new overcrossing bridge structure, and improve local roadway circulation.

Alternative 8 - Compact Diamond Interchange (L-1) Polk Avenue Realignment (AKA Polk Diamond Diagonal)



Alternative 8 will widen and realign Shaw Avenue and Polk Avenue with Type L-1 on and off ramp configurations (Compact Diamond Interchange (L-1) Polk Avenue Realignment with signalized intersections), construct a new overcrossing bridge structure, and improve local roadway circulation.

Alternative 9- Compact Diamond Interchange (L-1) Polk Avenue Realignment with Roundabouts

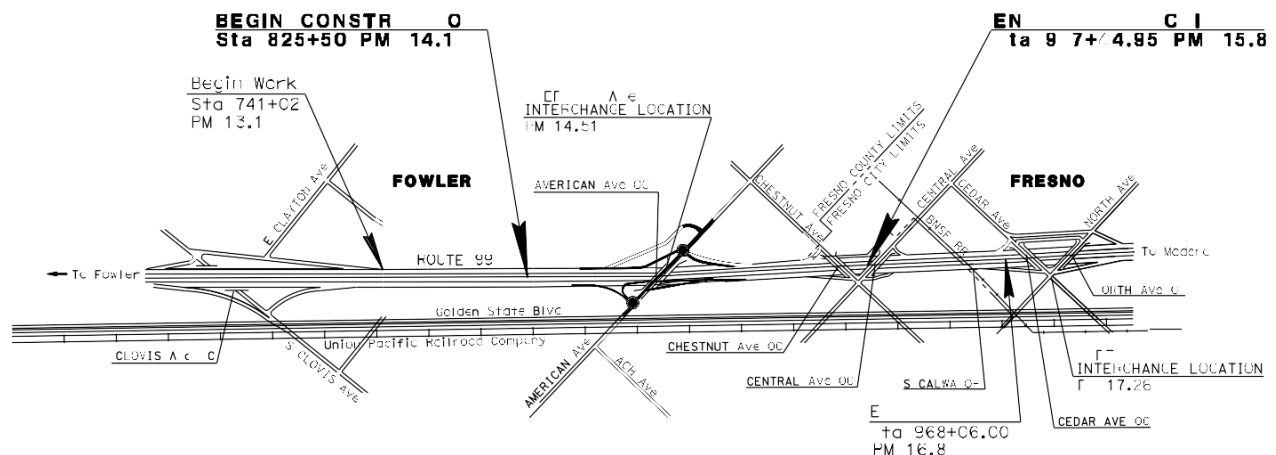


Alternative 9 will realign Shaw Avenue, realign and widen Polk Avenue with Type L-1 on and off ramp configurations (Compact Diamond Interchange (L-1) Polk Avenue Realignment with Roundabout intersections), construct a new bridge overcrossing structure, and improve local roadway circulation.

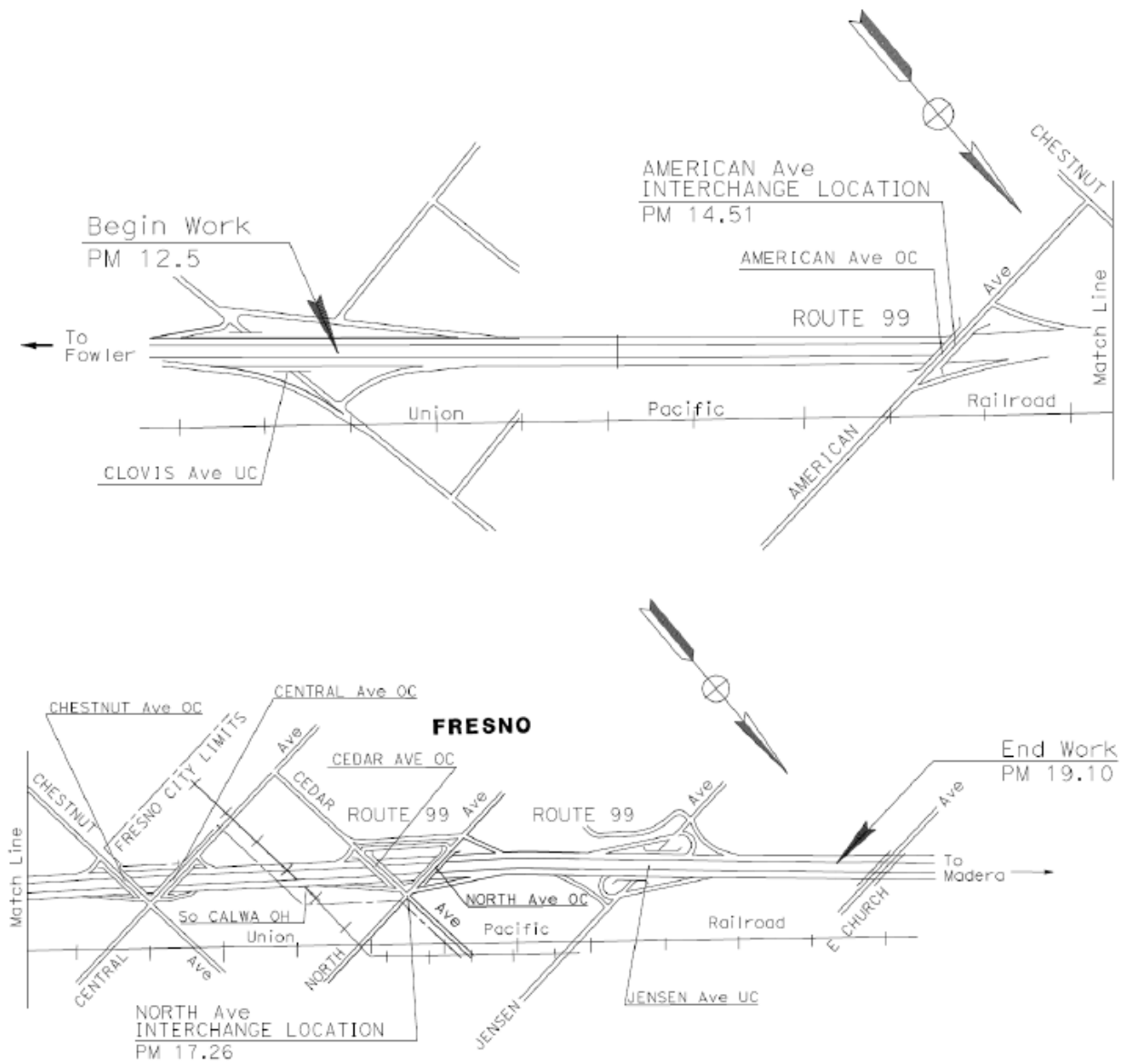
South Fresno Interchanges: The South Fresno SR 99 Corridor Projects will modify two interchanges along SR 99, North-Cedar Avenue and American Ave, with two modern interchange designs to improve access, operations, and safety on the state highway, as well as the adjacent local road network. Better access is both critical and potentially transformative for this growing industrial area within, and just south of, the City of Fresno to provide good-paying jobs, help address air pollution, and racial and economic equity concerns. The projects will replace two aged overcrossings, realign and widen ramps, eliminate isolated ramps, install signalized intersections, provide sidewalk and bicycle facilities, install a sound barrier to mitigate traffic noise, provide EV charging stations, and replace or rehabilitate existing pavement. Furthermore, the project will reduce lifecycle costs, improve safety, improve access to jobs, reduce congestion, and improve goods movement.

Approximately \$3 million in 2018 STIP funds were programmed to environmentally clear the South Fresno Interchange Projects, including the North/Cedar and American Avenue interchanges along SR 99. Environmental was complete in FY 20/21. Caltrans used Measure C funds to begin design and right-of-way acquisition in FY 2020-21. 2026 STIP funds were programmed for construction, which is planned in FY 2027-28 and will carry over to the 2026 STIP. \$4.7m of 2021 mid-cycle STIP funding will be programmed on design and right of way for the American Avenue interchange. Both the American Avenue interchange and the North-Cedar interchange projects are being constructed and worked on concurrently. The total project cost is **\$75,600,00** for the American Avenue interchange, and for the North Cedar Interchange, the total project cost is **\$112,300,000**.

American Avenue Interchange



North Cedar Interchange

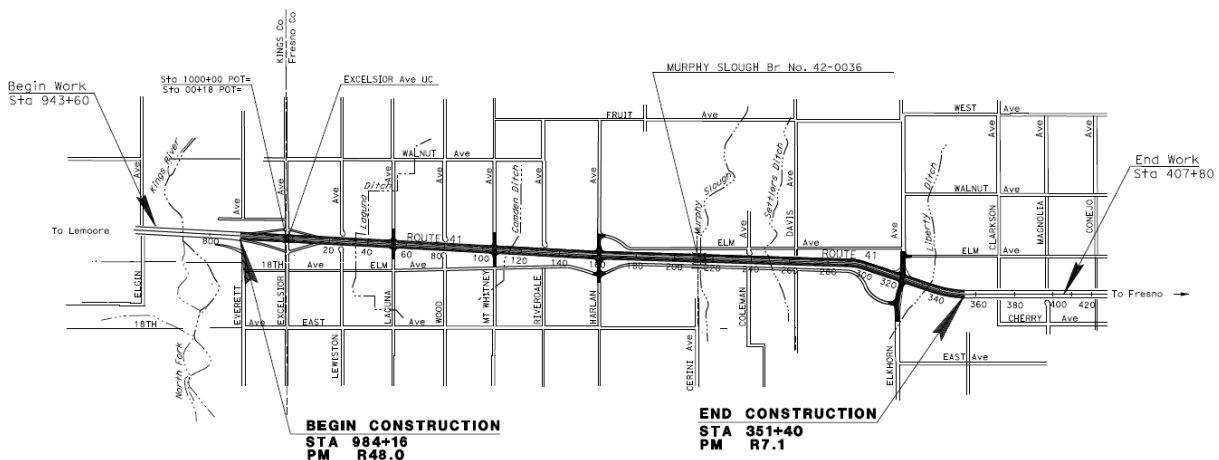


SR 41 Excelsior Expressway: Along SR 41 from Excelsior Avenue to Elkhorn Avenue, the project will convert six miles of two-lane conventional highway to a divided four-lane expressway, thereby completing a continuous 44-mile corridor. This gap in the existing four-lane facility has a long history of collisions and experiences higher-than-expected collision rates. Caltrans has initiated an interim safety project to install a temporary K-rail barrier along the centerline in order to preclude passing and prevent head-on collisions until the facility can be expanded to four lanes. The project will save lives by providing a comprehensive long-term solution to the various safety problems along this route segment. While this is a widening project, its focus is safety and not capacity.

Completing this gap will not increase VMT and will not spur suburban development. This project will improve access to jobs and vital services within the Fresno urban area for economically underserved and tribal communities. The project serves interregional traffic and local communities between the coastal and Sierra Nevada Mountain recreational areas, and commercial truck traffic. The project will accomplish the goals of the 2021 ITSP by improving the operational efficiency of interregional freight movement and local farm-to-market travel. The project will increase connectivity for economically underserved and tribal communities.

Caltrans, Fresno COG, and FCTA have partnered to fully fund this project with ITIP, RTIP, and local funds. The total project cost is \$94,860,000.

SR 41 Excelsior Expressway Interchange



Planning, Programming, & Monitoring (PPM): Fresno COG is requesting an additional \$540,000 per fiscal year 2029/30 and \$225,000 for fiscal year 2030/31 for the final two years in the STIP, for a total of \$765,000. This is below the 5 percent PPM limitation that the CTC allows. Over the five-year STIP period, \$2,244 million is programmed for administering the federal aid and STIP process.

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. Board Resolution or Documentation of 2026 RTIP Approval

Section 19. Fact Sheet

Section 20. Detailed Project Programming Summary Table

Section 21. Letters of Support

Appendices

Section 17

Project Programming Request Forms

State Route 99 (SR 99) at Shaw Avenue Multimodal Interchange

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/08/2025 09:05:08
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	1H430	0624000322	8167	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Fresno County	99	27.700	28.500	Fresno Council of Governments		
				MPO	Element	
				FCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Michael Dennison			559-383-5175	michael.dennison@dot.ca.gov		

Project Title

Shaw Avenue Multimodal Interchange

Location (Project Limits), Description (Scope of Work)

In the city of Fresno at the Shaw Avenue and State Route 99 Interchange

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly: 27 Senate: 14 Congressional: 21

Project Milestone	Existing	Proposed
Project Study Report Approved	10/03/2025	
Begin Environmental (PA&ED) Phase		07/03/2029
Circulate Draft Environmental Document Document Type EIR		09/26/2031
Draft Project Report		07/31/2031
End Environmental Phase (PA&ED Milestone)		07/08/2032
Begin Design (PS&E) Phase		10/29/2032
End Design Phase (Ready to List for Advertisement Milestone)		03/30/2037
Begin Right of Way Phase		09/01/2033
End Right of Way Phase (Right of Way Certification Milestone)		03/02/2037
Begin Construction Phase (Contract Award Milestone)		10/06/2037
End Construction Phase (Construction Contract Acceptance Milestone)		01/02/2040
Begin Closeout Phase		01/03/2040
End Closeout Phase (Closeout Report)		11/02/2040

Date 12/08/2025 09:05:08

Purpose and Need

Purpose:
The purpose of this project is to improve multimodal circulation by reconstructing an interchange at Shaw Avenue/SR 99 within the City of Fresno, from Post Mile 27.7 to 28.5. This project aims to reduce traffic congestion, while accommodating for future traffic infrastructure needs within Fresno County.

Need:
This project is needed to accommodate continuous growth on the west side of SR 99, relieve existing and future congestion, improve access for freight and goods movement to the Shaw Avenue corridor, and better accommodate transit expansion. This project is also needed to close gaps in the active transportation network and improve traffic operations. Access and circulation to SR 99 at Shaw Avenue, along with the roads surrounding the existing interchange are currently inadequate and fail to meet regional, local, and state planning requirements.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	39,600
Operational Improvement	Interchange modifications	EA	1

Additional Information

California Department of Transportation, in cooperation with the City of Fresno proposes to replace an existing interchange on State Route 99 (SR 99) at Shaw Avenue. The project is needed to provide access and improve circulation between and across SR 99 and to support current and planned urban development within the northwestern area of the City of Fresno. The interchange and associated improvements are needed to improve traffic circulation and enhance traffic operations and mobility to accommodate current and future traffic demands in the region.

- Four proposed alternatives are being studied plus a no-build alternative.
- Alternative 5 will widen Shaw Avenue and maintain the existing horizontal alignment of Shaw Avenue with a Type L-8 on and off ramp configuration (Two-Quadrant Cloverleaf Interchange), construct a new overcrossing bridge structure, and improve local roadway circulation.
 - Alternative 7 will widen Shaw Avenue and maintain the existing horizontal alignment of Shaw Avenue with hybrid on and off ramp configurations (Hybrid Two-Quadrant Cloverleaf Interchange with a Type L-8 and Type L-9 ramps), construct a new overcrossing bridge structure, and improve local roadway circulation.
 - Alternative 8 will widen and realign Shaw Avenue and Polk Avenue with Type L-1 on and off ramp configurations (Compact Diamond Interchange (L-1) Polk Avenue Realignment with signalized intersections), construct a new overcrossing bridge structure, and improve local roadway circulation.
 - Alternative 9 will realign Shaw Avenue, realign and widen Polk Avenue with Type L-1 on and off ramp configurations (Compact Diamond Interchange (L-1) Polk Avenue Realignment with Roundabout intersections), construct a new bridge overcrossing structure, and improve local roadway circulation.

All alternatives will require bridge structure and on and off ramps to be replaced and elevated to meet vertical clearance requirements.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	146,000,000	220,000,000	-74,000,000

District	County	Route	EA	Project ID	PPNO
06	Fresno County	99	1H430	0624000322	8167
Project Title					
Shaw Avenue Multimodal Interchange					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					9,684			9,684	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					9,684			9,684	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					9,684			9,684	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					9,684			9,684	

South Fresno Interchange Project
American Avenue Phase
Project Programming Request

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/03/2025 14:42:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0H241	0622000006	6288A	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Fresno County	99	14.100	15.800	Fresno Council of Governments,Fresno County Transportat		
				MPO	Element	
				FCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Michael Dennison			559-383-5175	michael.dennison@dot.ca.gov		

Project Title

South Fresno SR 99 Corridor Project : American Avenue Interchange

Location (Project Limits), Description (Scope of Work)

In Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to Central Avenue Overcrossing. Modify interchange.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts			
Assembly:	31	Senate:	14
		Congressional:	21
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		07/01/2018	07/01/2018
Circulate Draft Environmental Document	Document Type EIR	10/14/2021	10/14/2021
Draft Project Report		09/29/2021	09/29/2021
End Environmental Phase (PA&ED Milestone)		06/30/2021	06/30/2021
Begin Design (PS&E) Phase		12/01/2021	12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		08/01/2025	05/14/2027
Begin Right of Way Phase		02/01/2022	02/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2025	04/15/2027
Begin Construction Phase (Contract Award Milestone)		02/25/2026	11/30/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/26/2028	02/28/2030
Begin Closeout Phase		06/26/2028	03/01/2030
End Closeout Phase (Closeout Report)		08/26/2030	04/28/2032

Date 11/03/2025 14:42:51

Purpose and Need

Purpose: The purpose of the project is to reconstruct the existing half interchange on State Route 99 at American Avenue by expanding the interchange to full interchange and bringing it into compliance with current Caltrans design standards, thereby improving the traffic operations at this location. Need: The existing half-interchange at American Avenue does not meet current Caltrans design standards. The interchange was built in 1965, and the pavement is now old and highly deteriorated. Only two traffic lanes cross the existing structures over the highway, one lane for each direction of travel. The on- and off-ramps also have restrictive dimensions, making it difficult for traffic, especially large trucks, to navigate them. Caltrans traffic studies show the operation and performance of the interchange need updating now because traffic conditions will continue to worsen if no improvements are made.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	24,892
Operational Improvement	Interchange modifications	EA	1

Date 11/03/2025 14:42:51

Additional Information

PPNO 6288A was split off from PPNO 6288 after environmental clearance was obtained. The two project will proceed separately through the PS&E, R/W and construction components.

Sustainable Communities Strategy Goals: The proposed project is included in the 2018 Regional Transportation Plan/Sustainable Communities Strategies and consistent with the Greenhouse Gas Reduction Plan through reduction in emissions with intersection operational improvements that include traffic signal synchronization. Additionally, this project will construct bicycle and pedestrian facilities as part of the reconstructed North Avenue interchange which will aid in green house gas emission reduction.

Note: The cost benefit ratio is the sum of PPNO 6288 and 6288A combined.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	103,100,000	151,900,000	-48,800,000

District	County	Route	EA	Project ID	PPNO
06	Fresno County	99	0H241	0622000006	6288A
Project Title					
South Fresno SR 99 Corridor Project : American Avenue Interchange					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,500							1,500	
PS&E	4,400							4,400	
R/W SUP (CT)	900							900	
CON SUP (CT)						8,000		8,000	
R/W	2,400							2,400	
CON				24,047		34,353		58,400	
TOTAL	9,200			24,047		42,353		75,600	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E	4,400							4,400	
R/W SUP (CT)	900							900	
CON SUP (CT)						8,000		8,000	
R/W	2,400							2,400	
CON						58,400		58,400	
TOTAL	9,200					66,400		75,600	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E	3,960							3,960	
R/W SUP (CT)	800							800	
CON SUP (CT)						8,000		8,000	
R/W									
CON						34,353		34,353	
TOTAL	4,760					42,353		47,113	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,960							3,960	
R/W SUP (CT)	800							800	
CON SUP (CT)						8,000		8,000	
R/W									
CON						34,353		34,353	
TOTAL	4,760					42,353		47,113	

Fund #2:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,500							1,500	Fresno County Transportation Authority
PS&E	440							440	
R/W SUP (CT)	100							100	
CON SUP (CT)									
R/W	2,400							2,400	
CON				24,047				24,047	
TOTAL	4,440			24,047				28,487	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E	440							440	
R/W SUP (CT)	100							100	
CON SUP (CT)									
R/W	2,400							2,400	
CON						24,047		24,047	
TOTAL	4,440					24,047		28,487	

Complete this page for amendments only					Date 11/03/2025 14:42:51
District	County	Route	EA	Project ID	PPNO
06	Fresno County	99	0H241	0622000006	6288A

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

South Fresno Interchange Project
North/Cedar Avenue Phase
Project Programming Request

Amendment (Existing Project) ☒ YES ☐ NO

Date04/14/2025 17:49:31

Programs☐ LPP-C☐ LPP-F☐ SCCP☐ TCEP☐ STIP☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
06	0H240	0600020559	6288	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Fresno County	99	15.800	17.600	Fresno County Transportation Authority,Fresno Council of G	
				MPO	Element
				FCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Michael Dennison			559-383-5175	michael.dennison@dot.ca.gov	

Project Title

South Fresno SR 99 Corridor Project : North Avenue Interchange

Location (Project Limits), Description (Scope of Work)

In Fresno County, in Fresno, from Central Avenue Overcrossing to 0.4 mile north of North Avenue. Modify interchange.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:31Senate:14Congressional:21

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2018	07/01/2018
Circulate Draft Environmental DocumentDocument Type EIR	10/14/2021	10/14/2021
Draft Project Report	09/29/2021	09/29/2021
End Environmental Phase (PA&ED Milestone)	01/30/2023	01/30/2023
Begin Design (PS&E) Phase	03/07/2022	03/07/2022
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2026	03/15/2028
Begin Right of Way Phase	06/15/2023	06/15/2023
End Right of Way Phase (Right of Way Certification Milestone)	05/01/2026	03/01/2028
Begin Construction Phase (Contract Award Milestone)	12/30/2026	09/18/2028
End Construction Phase (Construction Contract Acceptance Milestone)	12/14/2029	09/01/2031
Begin Closeout Phase	12/14/2029	09/01/2031
End Closeout Phase (Closeout Report)	02/16/2032	11/01/2033

Date 04/14/2025 17:49:31

Purpose and Need

Purpose:
The purpose of the project is to reconstruct the existing split interchange on State Route 99 at North and Cedar Avenues by expanding the North Avenue Interchange to full interchange and bringing it into compliance with current Caltrans design standards, thereby improving the traffic operations at this location.

Need:
The existing split-interchange at Cedar and North Avenues does not meet current Caltrans design standards. The interchange was built in 1965, and the pavement is now old and highly deteriorated. Only two traffic lanes cross the existing structures over the highway, one lane for each direction of travel. The on- and off-ramps also have restrictive dimensions, making it difficult for traffic, especially large trucks, to navigate them. Additionally, traffic is expected to increase in the project area due to the implementation of planned development on both sides of the highway. Caltrans traffic studies show the operation and performance of the interchanges need updating now because traffic conditions will continue to worsen if no improvements are made.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	33,985
Operational Improvement	Interchange modifications	EA	1

Date 04/14/2025 17:49:31

Additional Information

PPNO 6288 was split into PPNO 6288 and 6288A for PS&E, R/W and construction components. The PA&ED component covered environmental clearance for improvements along the corridor at two locations.

Sustainable Communities Strategy Goals: The proposed project is included in the 2018 Regional Transportation Plan/Sustainable Communities Strategies and consistent with the Greenhouse Gas Reduction Plan through reduction in emissions with intersection operational improvements that include traffic signal synchronization. Additionally, this project will construct bicycle and pedestrian facilities as part of the reconstructed North Avenue interchange which will aid in green house gas emission reduction.

Note: The cost benefit ratio is the sum of PPNO 6288 and 6288A combined.

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	103,100,000	151,900,000	-48,800,000

District	County	Route	EA	Project ID	PPNO
06	Fresno County	99	0H240	0600020559	6288
Project Title					
South Fresno SR 99 Corridor Project : North Avenue Interchange					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E	6,100							6,100	
R/W SUP (CT)	2,600							2,600	
CON SUP (CT)				8,900				8,900	
R/W	8,100							8,100	
CON				83,600				83,600	
TOTAL	19,800			92,500				112,300	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	6,100							6,100	
R/W SUP (CT)	2,600							2,600	
CON SUP (CT)						8,900		8,900	
R/W	8,100							8,100	
CON						83,600		83,600	
TOTAL	19,800					92,500		112,300	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)				8,900				8,900	
R/W									
CON				33,446				33,446	
TOTAL	3,000			42,346				45,346	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)						8,900		8,900	
R/W									
CON						33,446		33,446	
TOTAL	3,000					42,346		45,346	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E	5,800							5,800	
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)									
R/W	8,100							8,100	
CON				15,700				15,700	
TOTAL	16,100			15,700				31,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,800							5,800	
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)									
R/W	8,100							8,100	
CON						15,700		15,700	
TOTAL	16,100					15,700		31,800	
Fund #3:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E	300							300	
R/W SUP (CT)	400							400	
CON SUP (CT)									
R/W									
CON				34,454				34,454	
TOTAL	700			34,454				35,154	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	300							300	
R/W SUP (CT)	400							400	
CON SUP (CT)									
R/W									
CON						34,454		34,454	
TOTAL	700					34,454		35,154	

Complete this page for amendments only					Date 04/14/2025 17:49:31
District	County	Route	EA	Project ID	PPNO
06	Fresno County	99	0H240	0600020559	6288

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

Railroad and PG&E involvement extend beyond the current schedule.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

SR 41 Excelsior Expressway Project

Project Programming Request

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	10/20/2025 11:22:20
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0S370	0614000130	6705	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Fresno County	41	R 0.000	R 7.100	Fresno County Transportation Authority,Fresno Council of G		
Kings County	41	R 48.000	R 48.300	MPO	Element	
				FCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Ellery Ellis			559-908-7321	ellery.ellis@dot.ca.gov		

Project Title

Excelsior Expressway

Location (Project Limits), Description (Scope of Work)

In Fresno and Kings County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway with the addition of a Murphys Slough Bridge for the existing northbound traffic.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	32,31	Senate:	12,14	Congressional:	21
-----------	-------	---------	-------	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/01/2001	10/01/2001
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	
Draft Project Report	02/01/2005	02/01/2005
End Environmental Phase (PA&ED Milestone)	06/14/2005	06/14/2005
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	05/30/2025	06/26/2025
Begin Right of Way Phase	07/01/2018	07/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	05/30/2025	06/10/2025
Begin Construction Phase (Contract Award Milestone)	11/14/2025	01/23/2026
End Construction Phase (Construction Contract Acceptance Milestone)	02/01/2028	09/01/2028
Begin Closeout Phase	02/01/2028	09/05/2029
End Closeout Phase (Closeout Report)	06/01/2029	09/02/2030

Date 10/20/2025 11:22:20

Purpose and Need

Improve traffic operations, safety and provide route continuity with the four-lane roads north and south of the project segment. This segment is a 6 mile gap within a 44-mile corridor of multi-lane expressway/freeway

Need: Caltrans has identified traffic queues, fatal and injury collisions rates above average for similar facilities, and lack of passing opportunities as issues in the operation of this segment.

NHS Improvements

☒ YES ☐ NO

Roadway Class

2

Reversible Lane Analysis

☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2
ADA Improvements	New curb ramp installed	EA	8
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	24

Date 10/20/2025 11:22:20

Additional Information

This project would upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway, completing a continuous 44-mile corridor.

SR 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans Interregional Transportation Strategic Plan, part of the National Network of truck routes, and it is consistent with the California Freight Mobility Plan. This corridor provides access to the Lemoore Naval Air Station and provides connectivity to SR 99 which is on the Strategic Highway Network. The highway is vital to the economy of the San Joaquin Valley and used to support farms. This two-lane segment of SR 41 facilitates interregional travel between the Fresno metropolitan area and the Central California Coast and is an important agricultural goods to market route (i.e. cotton and grain activities). During the summer months, traffic volumes increase as a result of an increase in percentage of slower moving recreational vehicles. Currently, passing is prohibited within the six-mile stretch of the project limits which causes platooning of vehicles and lowers the operational characteristics of the route.

The project will improve operational efficiency of the regional movement of freight and goods, and local farm to market travel. It will increase connectivity of several economically under served and tribal communities. The project would provide greater travel time reliability, throughput, and velocity by breaking up platooning vehicles. The project is consistent with the Transportation Concept Report and the Fresno County Regional Transportation Plan. This project will provide for continuity (44-mile) of the SR 41 corridor, meet present and future goods movement traffic demands. The SR 41 corridor will also be utilized by travelers wishing to connect to the future California Highspeed Rail Kings/Tulare station. The SR 41 project benefits align with Caltrans strategic management plan by supporting safety, multi-modality, climate change, and addressing equity by improving quality of life in underserved and tribal communities. Oncoming traffic would be separated with a divided median which would improve safety. The project's improvements will bring the highway up to current design standards as well as sustainability which includes addressing area subsidence and potential climate adaptation issue, such as culverts susceptibility to riverine flooding. Complete Streets elements, such as, widening shoulders from 5 feet to 10 feet and intersection improvements that could benefit pedestrian and bicycle mobility will also be incorporated into the project. Additionally, environmental mitigation measures including designing safer passage for animals like the San Joaquin Kit Fox will be included. New electric vehicle infrastructure is being considered for incorporation into the project which would advance overall greenhouse gas reduction goals. Furthermore, the project was redesigned recently in a way to utilize existing pavement which results in less virgin material being used for construction.

ADA is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	184,600	184,600	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-5,784,008	0	-5,784,008
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	47,014	0	47,014
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	2	0	2
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-98	0	-98
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	5	0	5
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.13	2	-0.87
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	614	1,083	-469
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.82	1	-0.18
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	446	542	-96
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	920	0	920
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.3	0	2.3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
06	Fresno County, Kings County	41, 41	0S370	0614000130	6705
Project Title					
Excelsior Expressway					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)			7,600					7,600	
R/W	5,500							5,500	
CON			53,200					53,200	
TOTAL	10,000		60,800					70,800	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)			7,600					7,600	
R/W	5,500							5,500	
CON			77,260					77,260	
TOTAL	10,000		84,860					94,860	

Fund #1:	IIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	3,000							3,000	\$19400 CON EXT. TO 10/31/25
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)			3,600					3,600	
R/W	3,500							3,500	
CON			19,400					19,400	
TOTAL	8,000		23,000					31,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)			3,600					3,600	
R/W	3,500							3,500	
CON			29,009					29,009	
TOTAL	8,000		32,609					40,609	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ \$8400 CON EXT. TO 10/31/25
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,600					1,600	
R/W	2,000							2,000	
CON			8,400					8,400	
TOTAL	2,000		10,000					12,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,600					1,600	
R/W	2,000							2,000	
CON			12,562					12,562	
TOTAL	2,000		14,162					16,162	
Fund #3:	Other State - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,400					2,400	
R/W									
CON			12,400					12,400	
TOTAL			14,800					14,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,400					2,400	
R/W									
CON			16,252					16,252	
TOTAL			18,652					18,652	

Fund #4:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,836					8,836	
TOTAL			8,836					8,836	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,273					15,273	
TOTAL			15,273					15,273	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,164					4,164	
TOTAL			4,164					4,164	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,164					4,164	
TOTAL			4,164					4,164	

Complete this page for amendments only				Date 10/20/2025 11:22:20	
District	County	Route	EA	Project ID	PPNO
06	Fresno County, Kings County	41, 41	0S370	0614000130	6705

SECTION 1 - All Projects

Project Background

The project proposes to construct improvements to a 7.1-mile segment of SR 41 that is in Fresno and Kings County approximately 6 miles north of the City of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Improvements will include pavement rehabilitation, intersection signalization, turning lanes, median improvements, street lighting, and drainage facilities. SR 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans Interregional Transportation Strategic Plan, part of the National Network of truck routes, and it is consistent with the California Freight Mobility Plan. This corridor provides access to the Lemoore Naval Air Station and provides connectivity to SR 99 which is on the Strategic Highway Network. This two-lane segment of SR 41 facilitates interregional travel between the Fresno metropolitan area and the Central California Coast and is important agricultural goods to market route. An interim safety project (median barrier) to address immediate safety concerns raised by the community has been constructed. Currently, passing is prohibited within the six-mile stretch of the project limits which causes platooning of vehicles and lowers the operational characteristics of the route.

Programming Change Requested

Reason for Proposed Change

The reason for the proposed change is due to cost increases to the project. The total construction capital estimate for the project 06-0S37U (SHOPP and non-SHOPP combined) has increased from March 2022 estimate to June 2025 estimate due to changes in bid item quantities and bid item prices estimated for the project.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

A project amendment is requested to accommodate the cost increases of the project. All items that are being funded by SHOPP are adhering to the SHOPP and SB1 guidelines.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Planning, Programming, and Monitoring Project Programming Request

Amendment (Existing Project) ☐ YES ☒ NO

Date12/09/2025 08:12:59

Programs☐ LPP-C☐ LPP-F☐ SCCP☐ TCEP☒ STIP☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
06		0621000203	6L01	Fresno Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Fresno County					
				MPO	Element
				FCOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Ofelia Abundez			559-233-4148	oabundez@fresnocog.org	

Project Title

Planning, Programming, and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming, and Monitoring.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Fresno Council of Governments

Legislative Districts

Assembly:29,30,31Senate:16,14Congressional:18,19,20,21

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental DocumentDocument Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/09/2025 08:12:59

Purpose and Need

Planning, Programming, and Monitoring.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total
Information Technology	Data Management	EA	545

Date 12/09/2025 08:12:59

Additional Information

Category and Outputs not applicable.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
06	Fresno County			0621000203	6L01
Project Title					
Planning, Programming, and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									Fresno Council of Governments
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	399	399	540	540	540	225		2,643	
TOTAL	399	399	540	540	540	225		2,643	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	399	399	540	540	540	225		2,643	
TOTAL	399	399	540	540	540	225		2,643	

Appendices

Section 18

2026 RTIP FCOG Board Adoption Resolution

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS RESOLUTION
NO. 2025-51**

In the Matter of:
The 2026 STIP REGIONAL
TRANSPORTATION
IMPROVEMENT PROGRAM

RESOLUTION SELECTING THE
PROJECTS FOR THE **2026 STIP**
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM

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

WHEREAS, the CTC has adopted programming policies, instructions, and criteria for the 2024 State Transportation Improvement Program process and fund estimate; and

WHEREAS, pursuant to the adopted CTC policies, instructions, and criteria, the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2026 State Transportation Improvement Program for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by December 15, 2025, and

WHEREAS, a Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans, and the CTC in accordance with the 2026 STIP programming policies, instructions, and criteria and fund estimate; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 2026 STIP and is programming \$9,684,000 in 2026 STIP County Shares for the Environmental document for Shaw Avenue Intermodal Interchange and \$736,000 for Planning, Programming & Monitoring in the attached exhibit; and

WHEREAS, the 2026 Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County,

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30th day of October, 2025.

AYES: Clovis, Coalinga, Firebaugh, Fowler, City of Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Reedley, Sanger, San Joaquin, Selma, County of Fresno.

NOES: None

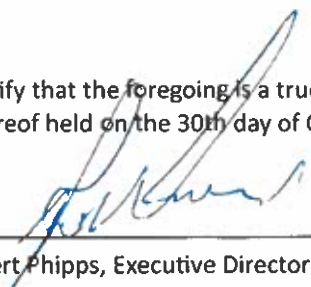
ABSTAIN: None

ABSENT: Parlier

ATTEST:

Signed: 
Victor Martinez, Vice Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 30th day of October, 2025.

Signed: 
Robert Phipps, Executive Director

Appendices

Section 19

Fact Sheet



Executive Summary

Fresno Council of Governments (Fresno COG) serves as both the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Fresno County, leading comprehensive long-range regional planning that integrates transportation, air quality, housing, and economic development. Fresno COG's top priorities focus on advancing major regional transportation improvements through collaboration with Caltrans, the Fresno County Transportation Authority (FCTA), and the California Transportation Commission (CTC). A key strategy is leveraging Measure C—the county's local ½-cent transportation sales tax—with state and federal funds to maximize project delivery. Current priorities under the 2026 State Transportation Improvement Program (STIP) include the SR 41 Excelsior Expressway, the South Fresno Interchanges at North Cedar and American Avenue (both planned for 2027–28), and the new Shaw Avenue Multimodal Interchange, which will modernize the interchange along SR 99 to improve safety, operations, and multimodal access. Fresno COG also continues to support ongoing planning, design, and monitoring efforts to ensure efficient program implementation and enhance long-term regional mobility.

2026 STIP and Reprogrammed 2024 RTIP Funding Summary

Project / Program	Description / Phase	Amount (\$)	Fiscal Year (FY)	Open-to-Traffic Year
SR 41 Excelsior Expressway	Construction Right-of-Way (ROW)	\$10,000,000 \$2,000,000	2024–25	2030
South Fresno Interchange – North Cedar	Construction	\$45,346,000	2027–28	2033
South Fresno Interchange – American Avenue	Construction	\$42,353,000	2027–28	2032
Planning, Programming & Monitoring (PPM)	Program Monitoring	\$1,878,000	2025–26 to 2029–30	N/A

Proposed New 2026 STIP Programming

Project/Program	Description/Phase	Amount (\$)	Fiscal Year (FY)	Open-to-traffic Year
Shaw Avenue Multimodal Interchange (New Project)	Planning, Design, and Early Phases	\$9,684,000	2026 STIP Cycle	2040
SR 41 Excelsior Expressway	Additional Programming Approved by CTC	\$4,162,000	2024–25	2030
Planning, Programming & Monitoring (PPM)	Program Monitoring (Additional)	\$765,000	2029–30 to 2030–31	N/A

Benefits

The Shaw Avenue Multimodal Interchange Project, programmed in the 2026 RTIP, provides regional and statewide benefits by enhancing safety, connectivity, and freight efficiency along a key corridor identified in the 2023 ITSP. The existing interchange no longer meets regional or state standards, and reconstruction is needed to relieve congestion, improve freight and transit access, close active transportation gaps, and support future growth on Fresno's west side. The project will reconstruct the interchange from Post Mile 27.8 to 28.4 to improve multimodal circulation, reduce emissions, and meet ADA standards. These improvements will enhance safety, traffic operations, and access for residents, businesses, and goods movement throughout the corridor.

The South Fresno Interchange, American Avenue, and SR 41 Excelsior Expressway projects collectively enhance safety, accessibility, connectivity, and goods movement across the region. These projects support sustainability, economic vitality, and collaboration among partners. In particular, the SR 41 Excelsior Expressway will address a critical safety gap—where 30% of fatalities on the corridor have occurred—while improving freight efficiency, access for underserved and tribal communities, and overall regional mobility.

Goals and Objectives

The 2026 RTIP advances the goals of Fresno COG's 2022 RTP/SCS, which meets CARB's GHG reduction targets, reduces per capita VMT (Table B1), and aligns with regional funding capacity. The plan emphasizes infrastructure, safety, accessibility, connectivity, sustainability, resiliency, economic vitality, and partnerships. The SR 99/Shaw Avenue Interchange. The RTIP is one of several key funding sources advancing Fresno COG's RTP/SCS objectives.

The Shaw Avenue Multimodal Interchange proposed project includes the removal and replacement of the Shaw Avenue Overcrossing, including the on and off-ramps, and construction of the retaining walls around the Shaw Avenue Overcrossing Bridge structure (Bridge number 42-0130 at PM 28.1). The existing Shaw Ave Overcrossing Bridge Structure will be replaced and widened, along with segments of the following local roads: W. Shaw Avenue, N. Lola Avenue, N. Parkway Avenue, N. Barcus Avenue, N. Dale Avenue, N. Forestiere Avenue, W. Fairmount Avenue, N. Polk Avenue, N. State Street, W. Mission Avenue, and N. Cornelia Avenue. Drainage facilities will be replaced, Intelligent Transportation System elements (lights, traffic signals, ramp meters, and loop detectors per Caltrans standard plans) will be installed, and landscape features constructed.

The Shaw Avenue Multimodal Interchange, as the project remains in the early stages of development, Caltrans is currently evaluating four build alternatives, which will be refined and narrowed to a single preferred alternative as the project advances. All alternatives will require bridge structure and on and off-ramps to be replaced and elevated to meet vertical clearance requirements.

The RTIP aligns with the State's goals related to Safety by making improvements to facilities that will reduce fatalities and serious injuries, particularly in disadvantaged areas around Fresno County. Projects listed in the RTIP will also contribute towards a more multimodal transportation future by investing in facilities that will promote transit and active transportation modes, including building infrastructure for those modes where they do not presently exist. Lastly, the RTIP will enable more efficient goods movement through replacement of outdated infrastructure that will promote economic prosperity through increased system efficiency, reduced congestion, improved travel time reliability, and bottleneck relief.

Appendices

Section 20

Detailed Project Programming Summary Table

2026 STIP Programming for Fresno County Region through 2028/29

Adopted 2024 RTIP

Project PPNO 6705	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
SR 41 Excelsior Expressway							
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W	2,000						2,000
Con Sup (CT)	1,600						1,600
Construction	8,400						8,400
Total	12,000	0	0		0	0	12,000
Project PPNO 6288	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges North Avenue							
E&P (PA&ED)	3,000						3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)			8,900				8,900
Construction			33,446				33,446
Total	3,000	0	42,346	0	0	0	45,346
Project PPNO 6288A	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges American Avenue							
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)			8,000		0		8,000
Construction			34,353		0		34,353
Total	0	0	42,353	0	0	0	42,353
Project PPNO 8167	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Shaw Ave. Multimodal Interchange							
E&P (PA&ED)							0
PS&E			0				0
R/W Sup (CT)							0
R/W			0				0
Con Sup (CT)					0		0
Construction					0		0
Total	0	0	0	0	0	0	0
Project PPNO 06L01	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Planning, Programming & Monitoring	399	399	540	540	0	0	1,878
Total Adopted 2024 STIP	15,399	399	85,239	540	0	0	101,577

2026 STIP Programming for Fresno County Region through 2028/29
Proposed 2026 RTIP

Project PPNO 6705	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
SR 41 Excelsior Expressway							
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W	2,000						2,000
Con Sup (CT)	1,600						1,600
Construction	12,562						12,562
Total	16,162	0	0	0	0	0	16,162
Project PPNO 6288	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges North Avenue							
E&P (PA&ED)	3,000						3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)			8,900				8,900
Construction			33,446				33,446
Total	3,000	0	42,346	0	0	0	45,346
Project PPNO 6288A	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges American Avenue							
E&P (PA&ED)							0
PS&E			0				0
R/W Sup (CT)							0
R/W			0				0
Con Sup (CT)			8,000		0		8,000
Construction			34,353		0		34,353
Total	0	0	42,353	0	0	0	42,353
Project PPNO 8167	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Shaw Ave. Multimodal Interchange							
E&P (PA&ED)					9,684		9,684
PS&E			0				0
R/W Sup (CT)							0
R/W			0				0
Con Sup (CT)					0		0
Construction					0		0
Total	0	0	0	0	9,684	0	9,684
Project PPNO 06L01	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Planning, Programming & Monitoring	399	399	540	540	540	225	2,643
Proposed 2026 STIP	19,561	399	85,239	540	10,224	225	116,188

2026 STIP Programming for Fresno County Region through 2028/29

New Programming 2026 RTIP

Project PPNO 6705	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
SR 41 Excelsior Expressway							
E&P (PA&ED)	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0
R/W Sup (CT)	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	0	0	0	0
Construction	4,162	0	0	0	0	0	4,162
Total	4,162	0	0	0	0	0	4,162

Project PPNO 6288	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges North Avenue							
E&P (PA&ED)	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0
R/W Sup (CT)	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Project PPNO 6288A	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
South Fresno Interchanges American Avenue							
E&P (PA&ED)	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0
R/W Sup (CT)	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Project PPNO 8167	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Shaw Ave. Multimodal Interchange							
E&P (PA&ED)	0	0	0	0	9,684	0	9,684
PS&E	0	0	0	0	0	0	0
R/W Sup (CT)	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0
Con Sup (CT)	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total	0	0	0	0	9,684	0	9,684

Project PPNO 06L01	Prior	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Total
Planning, Programming & Monitoring	0	0	0	0	540	225	765

New Programming 2026 RTIP	4,162	0	0	0	10,224	225	14,611
---------------------------	-------	---	---	---	--------	-----	--------

Appendices
Section 21
Letters of Support



December 5, 2025

Mr. Darnell Grisby, Chair
1120 N Street, MS 52
Sacramento, CA 95814

Subject: **Letter of Support for the 2026 STIP: Shaw Avenue Multimodal Interchange (SR 99)**

Dear Chair, Grisby, and Commissioners,

On behalf of Fresno COG's Policy Board, I am pleased to express strong support for the Fresno Council of Governments' (Fresno COG) proposed 2026 Regional Transportation Improvement Program (RTIP). As the Regional Transportation Planning Agency and Metropolitan Planning Organization for Fresno County, Fresno COG continues to advance critical multimodal transportation projects that benefit both the region and the State of California.

The 2026 RTIP includes several high-priority investments that improve safety, enhance multimodal connectivity, support goods movement, reduce congestion, and contribute to the state's long-term economic and environmental goals. Fresno COG's Policy Board strongly supports the programming of the following projects:

- **Shaw Avenue Multimodal Interchange (SR 99):** A major reconstruction effort to modernize the interchange, improve vertical clearance, enhance transit and freight circulation, close active transportation gaps, reduce emissions, and meet ADA standards.
- **South Fresno Interchanges – North Cedar and American Avenue:** Important regional improvements that enhance traffic operations, support community access, and strengthen the freight network.
- **SR 41 Excelsior Expressway:** A vital safety project addressing a corridor segment where 30% of fatalities have occurred, while improving access for underserved and tribal communities and strengthening regional mobility.
- **Planning, Programming & Monitoring (PPM):** Continued support for program oversight and delivery to ensure efficient implementation of regional transportation investments.

These projects align with statewide priorities related to safety, sustainability, multimodal accessibility, equity, resiliency, and economic vitality. They also advance the goals and performance outcomes outlined in Fresno COG's 2022 RTP/SCS, which meets CARB's GHG reduction targets and supports a more connected and reliable transportation network.

For these reasons, Fresno COG's Policy Board respectfully urges the California Transportation Commission to support and fund Fresno COG's 2026 RTIP as proposed.

Thank you for your consideration of this important request. Please feel free to contact us with any questions.

Sincerely,


Alma Beltran

Chair

Fresno Council of Governments

City of Clovis

City of Coalinga

City of Firebaugh

City of Fowler

City of Fresno

City of Huron

City of Kerman

City of Kingsburg

City of Mendota

City of Orange Cove

City of Parlier

City of Readley

City of San Joaquin

City of Sanger

City of Selma

County of Fresno



December 5th, 2025

Mr. Darnell Grisby, Chair
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Letter of Support for the 2026 STIP: Shaw Avenue Multimodal Interchange (SR 99)

Dear Chair, Grisby and Commissioners,

On behalf of the Fresno Chamber of Commerce, I am pleased to express strong support for the Fresno Council of Governments' (Fresno COG) proposed 2026 Regional Transportation Improvement Program (RTIP). As the Regional Transportation Planning Agency and Metropolitan Planning Organization for Fresno County, Fresno COG continues to advance critical multimodal transportation projects that benefit both the region and the State of California. The 2026 RTIP includes several high-priority investments that improve safety, enhance multimodal connectivity, support goods movement, reduce congestion, and contribute to the state's long-term economic and environmental goals. The Fresno Chamber of Commerce strongly supports the programming of the following projects:

- **Shaw Avenue Multimodal Interchange (SR 99):** A major reconstruction effort to modernize the interchange, improve vertical clearance, enhance transit and freight circulation, close active transportation gaps, reduce emissions, and meet ADA standards.
- **South Fresno Interchanges – North Cedar and American Avenue:** Important regional improvements that enhance traffic operations, support community access, and strengthen the freight network.
- **SR 41 Excelsior Expressway:** A vital safety project addressing a corridor segment where 30% of fatalities have occurred, while improving access for underserved and tribal communities and strengthening regional mobility.
- **Planning, Programming & Monitoring (PPM):** Continued support for program oversight and delivery to ensure efficient implementation of regional transportation investments.

These projects align with statewide priorities related to safety, sustainability, multimodal accessibility, equity, resiliency, and economic vitality. They also advance the goals and performance outcomes outlined in Fresno COG's 2022 RTP/SCS, which meets CARB's GHG reduction targets and supports a more connected and reliable transportation network. For these reasons, the Fresno Chamber of Commerce respectfully urges the California Transportation Commission to support and fund Fresno COG's 2026 RTIP as proposed.



Thank you for your consideration of this important request. Please feel free to contact us with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Miller", is written below the word "Sincerely,".

Scott Miller
President & CEO
Fresno Chamber of Commerce

December 5, 2025

Mr. Darnell Grisby, Chair
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Letter of Support for the 2026 STIP: Shaw Avenue Multimodal Interchange (SR 99)

Dear Chair, Grisby and Commissioners,

On behalf of the Fresno County Transportation Authority (FCTA), I am pleased to express strong support for the Fresno Council of Governments' (Fresno COG) proposed 2026 Regional Transportation Improvement Program (RTIP). As the Regional Transportation Planning Agency and Metropolitan Planning Organization for Fresno County, Fresno COG continues to advance critical multimodal transportation projects that benefit both the region and the State of California.

The 2026 RTIP includes several high-priority investments that improve safety, enhance multimodal connectivity, support goods movement, reduce congestion, and contribute to the state's long-term economic and environmental goals. FCTA strongly supports the programming of the following projects:

- **Shaw Avenue Multimodal Interchange (SR 99):** A major reconstruction effort to modernize the interchange, improve vertical clearance, enhance transit and freight circulation, close active transportation gaps, reduce emissions, and meet ADA standards.
- **South Fresno Interchanges – North Cedar and American Avenue:** Important regional improvements that enhance traffic operations, support community access, and strengthen the freight network.
- **SR 41 Excelsior Expressway:** A vital safety project addressing a corridor segment where 30% of fatalities have occurred, while improving access for underserved and tribal communities and strengthening regional mobility.
- **Planning, Programming & Monitoring (PPM):** Continued support for program oversight and delivery to ensure efficient implementation of regional transportation investments.

These projects align with statewide priorities related to safety, sustainability, multimodal accessibility, equity, resiliency, and economic vitality. They also advance the goals and performance outcomes outlined in Fresno COG's 2022 RTP/SCS, which meets CARB's GHG reduction targets and supports a more connected and reliable transportation network.

For these reasons, FCTA respectfully urges the California Transportation Commission to support and fund Fresno COG's 2026 RTIP as proposed.

December 5, 2025

Page 2 of 2

Thank you for your consideration of this important request. Please feel free to contact us with any questions.

Sincerely,

Diana Sedigh-Darbandi

Diana Sedigh-Darbandi

Program Manager

Fresno County Transportation Authority



December 9, 2025

Mr. Darnell Grisby, Chair
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Letter of Support for the 2026 STIP: State Route 41 Excelsior Expressway

Dear Chair Grisby and Commissioners:

On behalf of Kings County Association of Governments (KCAG), I am pleased to express strong support for the Fresno Council of Governments' (Fresno COG) proposed 2026 Regional Transportation Improvement Program (RTIP). As the Regional Transportation Planning Agency and Metropolitan Planning Organization for Fresno County, Fresno COG continues to advance critical multimodal transportation projects that benefit both the region and the State of California.

The 2026 RTIP includes several high-priority investments that improve safety, enhance multimodal connectivity, support goods movement, reduce congestion, and contribute to the state's long-term economic and environmental goals. KCAG strongly supports the programming of the following project:

- SR 41 Excelsior Expressway: A vital safety project addressing a corridor segment where 30% of fatalities have occurred, while improving access for underserved and tribal communities and strengthening regional mobility.

This project aligns with statewide priorities related to safety, multimodal accessibility, equity, resiliency, and economic vitality. It also advances the goals and performance outcomes outlined in Fresno COG's 2022 RTP/SCS, which meets CARB's GHG reduction targets and supports a more connected and reliable transportation network.

For these reasons, KCAG respectfully urges the California Transportation Commission to support and fund Fresno COG's 2026 RTIP as proposed.

Thank you for your consideration of this important request. Please feel free to contact me with any questions at 559-852-2678, or email at Terri.King@co.kings.ca.us.

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Executive Director



JERRY P. DYER
MAYOR

December 10, 2025

Mr. Darnell Grisby, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Support for the 2026 RTIP: Shaw Avenue Multimodal Interchange (SR 99)

Chair Grisby and Commissioners:

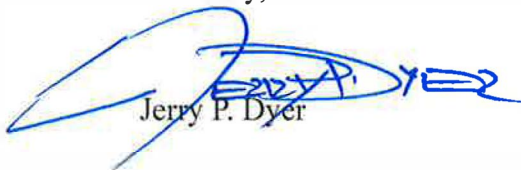
As the City of Fresno's (City) Mayor, I am writing in support of the Shaw Avenue Multimodal Interchange project. This major reconstruction plan would modernize the interchange, improve vertical clearance, enhance transit and freight circulation, close active transportation gaps, reduce emissions and meet Americans With Disabilities Act standards.

My One Fresno vision is for an inclusive, prosperous, beautiful city where people take pride in their neighborhoods and a government that listens. For decades, communities west of Highway 99 have been challenged with being shut off from the rest of Fresno. This includes access to services, activities and shopping opportunities. Shaw Avenue is one of the few crossings, but it is an antiquated bottleneck that is only getting worse as that part of the Fresno is developed.

This important project has been highlighted by the community as a need in the recently adopted West Area Neighborhood Specific Plan and would be a boon not only to the western parts of the City, but to Fresno County areas to the west and also along Highway 99.

I am informed that the 2026 Regional Transportation Improvement Program includes several high-priority investments that improve safety, enhance multimodal connectivity, support goods movement, reduce congestion, and contribute to the state's long-term economic and environmental goals. This includes the Shaw Avenue interchange project located in the City's jurisdiction. I urge the California Transportation Commission to support and fund Fresno COG's 2026 Regional Transportation Improvement Program.

Sincerely,



Jerry P. Dyer