

2024 Regional Transportation Improvement Program

Fiscal Years 2024/25 through 2028/29

Submitted and Prepared by

Fresno Council of Governments

2035 Tulare St. #201 | Fresno, CA, 93721 | fresnocog.org





December 15, 2023

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

Subject: Fresno COG 2024 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 2023-36 setting forth the 2024 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission and inclusion in the 2024 State Transportation Improvement Program (STIP).

The proposed 2024 RTIP is consistent with Fresno COG's approved 2022 Regional Transportation Plan and Sustainable Communities Strategies and is based on regional priorities. The programming is consistent with the adopted Fund Estimate for the 2024 STIP and 2022 Mid-Cycle STIP.

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

Sincerely,

TONY BOREN
Executive Director

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

Fresno Council of Governments

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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 was programmed for American Avenue and funding is now being requested in the 2024 STIP. Both projects are planned for construction in 2025-26.

The 2022 RTIP included \$59,341,000 that is being reprogrammed in the 2024 STIP: \$10 million for construction and \$2 million for right-of-way on the SR 41 Excelsior Expressway. The total project cost for construction is \$70.8 million and is also jointly funded in the ITIP. 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 is programmed for 2024-25, however we are requesting to reprogram it in 2025-26.

\$1,995,000 in Planning Program Monitoring (PPM). \$399,000 per year respectively is programmed for FY 2024-25, 2025-26, and 2026-27.

The 2022 Mid STIP – COVID as programmed for \$4,760,000 on South Fresno Interchange – American Ave. That is being reprogrammed in the 2024 STIP.

The 2024 STIP provides \$43,433,000 in new programming capacity.

\$42,353,000 is requested for South Fresno Interchange – American Ave for construction in 2025-26, concurrent with the North Cedar project.

\$1,080,000 is requested for Planning Program Monitoring (PPM), \$540,000 a year respectively for 2027-28 and 2028-29.

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: <http://www.fresnocog.org/project/regional-transportation-plan-rtp/>

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

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- **RTIP Manager Staff Contact Information**

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

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

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). 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 which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 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.

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

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

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.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

Between the adoption of the 2024 RTIP and the previous 2022 RTIP, the SR 180 West Freeway project has been fully completed.

Project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
SR 180 W Landscape Project - Cost Increase	Landscape mitigation	Landscape mitigation, enhance highway aesthetics

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, North	November 1, 2023
CTC ITIP Hearing, South	November 8, 2023
Regional Agency adopts 2024 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC (postmark by)	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

For the American Avenue interchange project requesting STIP funding this cycle, Caltrans conducted community engagement using specifically outlined tactics to reach each affected community most appropriately. Caltrans conducted 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 were also posted in English and Spanish in local newspapers and the Caltrans webpage. In addition, Caltrans also held 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 used 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 coordinated 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.

The existing North Cedar and American Avenue half interchange configurations are now considered non-standard, the pavement is old and cracked and the existing on- and off-ramps have tight dimensions, making it difficult for vehicles to navigate, especially large trucks. The half interchange configurations also make it difficult for motorists to find local South Fresno State Route 99 Corridor Project destinations and locate corresponding on- and off-ramps to and from State Route 99. This causes more travel on local roads, with stop-and-go and out-of-direction travel to reach desired destinations. Therefore, all build alternatives will reconstruct the existing overcrossings and construct on- and off-ramps to form complete full interchanges, with sidewalks, curb and gutter, lighting and signalization, and a stormwater system.

The potential negative impacts of American Avenue and North Cedar include temporary delays and detours during construction, eight properties with hazardous waste and temporary intermittent disruption of service during relocation. The project would potentially acquire land from up to eight properties, depending on the alternative selected Caltrans may be required to provide relocation benefits and services. However, Caltrans design process would focus on designing the selected alternatives to further reduce and avoid potential impacts.

Studies found that eight properties contain hazardous waste at American Avenue. Further investigations will be conducted in the future for those properties associated with the preferred alternative. Construction of this project, and other projects in the vicinity, would result in potential exposure to hazardous waste/materials related to ground-disturbing activities and the removal or modification of facilities and structures. Soils in the vicinity of roadways may be contaminated with aerially deposited lead, and agricultural soils may be contaminated with pesticides and other materials. Structures may contain lead-based paint, asbestos, or other. Avoidance and minimization measures are included in this project to address the removal of these materials, including the requirement for a health and safety plan to test soils before construction and appropriately dispose of contaminated materials.

The project of American Avenue and North Cedar will require relocation of utilities and potholing are likely necessary with each of the build alternatives, and there would likely be temporary intermittent disruption of service during relocation. "Potholing" is a construction method to confirm the location of utilities. There would be no permanent adverse impacts to utilities; relocating utility service lines is a common activity for Caltrans and utility owners. After the preferred alternative is identified, Caltrans Right-of-Way agents will contact all parties to conduct a series of meetings to compare the design mapping with the as-built mapping of the utilities, form agreements, and determine a relocation plan for the utility facilities. The process is designed to minimize potential impacts. Any proposed relocation, construction, or reconstruction of existing storm drainage facilities will be reviewed and approved by the Fresno Metropolitan Flood Control District prior to implementation.

The purpose of the projects is to improve traffic operations of the existing interchange at American Avenue and North Cedar and to bring the interchange up to current standards. The project would 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 involving roadway dimensions, signals, stormwater, sidewalks and bicycles, and lighting. The improved facilities would meet current Americans with Disabilities Act (ADA) standards. The project would 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 interchanges would have a direct impact on safety.

C. Public Participation/Project Selection Process

Public participation is encouraged at every stage of the planning process and all meetings are open to the public. As mentioned in Section 3B, a majority of Fresno's RIP funds are dedicated to the regional priorities on the Measure C tier I project list, which includes current RTIP candidates, was developed and vetted with the Measure C Oversight Committee, included on the ballot and approved by voters. This plan is updated every two years. The plan updates go through three advisory committees and the two boards of elected officials for Fresno COG and FCTA. All meetings are publicly noticed, and public input is invited. In addition, FCTA has a public relations consultant that schedules public events periodically to communicate the "Promise of Measure C" to the public, as well as an annual report distributed electronically throughout the region. The 2024 RTIP project recommendations were unanimously approved through Fresno COG's advisory committee process and were then by the Fresno COG Policy Board in November 2023. The FCTA Board also approved the regional priorities and the local funding portion proposed on the RTIP projects.

Fresno COG has a robust Public Participation Plan (PPP) for the RTP to identify regional needs and priorities. The PPP outlines the goals, strategies and methods that guided Fresno COG's efforts to build RTP awareness with particular emphasis on the Sustainable Communities Strategy (SCS). The outreach strategy specifically outlined tactics for reaching out to nontraditional, as well as traditional, audiences to include them in the transportation planning process. It was designed to help ensure environmental justice issues were addressed and that interested parties had ample opportunity to understand and provide meaningful input while the RTP was in its early stages and throughout the planning process. Outreach efforts were also designed to gather transportation project suggestions through several strategies such as: mailing out community surveys, flyers with QR codes that provided access to surveys and requests to member jurisdictions, transit agencies, other government agencies and community-based organizations to share survey invitations with their contacts. The surveys were available in multiple languages and were publicized through social media.

After collecting feedback from the community, all project suggestions were forwarded to corresponding local agencies for review and consideration prior to project selection. The list of projects and mapping was also made available to the public on Fresno COG's Planfresno.com website. Agency and tribal consultation and public participation for this project have been accompanied through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team meetings.

The RTP's overarching goals and supporting policies are established to direct both the long-term and short-term courses of action to meet the region's needs.

D. 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 are 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 38 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 identifying highway improvement projects and needs that can be included in the Interregional Transportation Improvement Program (ITIP). The 2022 RTIP included significant interaction with Caltrans as we are partnering on a Caltrans ITIP project, SR 41 Excelsior Expressway Project. This approach is continued forward in the 2024 STIP. Caltrans is also the implementing agency for the South Fresno Interchange Project that will provide much needed improvements to interchanges along SR 99.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Per the adopted 2024 STIP fund estimate, the total target for the Fresno region through FY 2028/29 is \$43,433,000 in new programming capacity including the carryover balance from the 2022 STIP.

B. Summary of Requested Programming

No APDE requested. No advancement of funding county shares.

An RTIP total funding amount of \$59,341,000 is being reprogrammed in the 2024 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
Programming, Planning, Monitoring	PPM for FY 2024/25 – 2025/26	\$1,197,000
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-mileunimproved gap.	\$12,000,000
Programming, Planning, Monitoring	PPM for FY 2025/26-2026/27	\$798,000

Program mid-cycle STIP funding on a carryover project on the design and right of way phase for a total of \$4,760,000.

Project Name and Location	Project Description	Requested RIP Amount
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$4,760,000

In summary, a total of \$43,433,000 is proposed for new programming.

Project Name and Location	Project Description	Requested RIP Amount
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$42,353,000
Programming, Planning, Monitoring	PPM for FY 2027/28-2028/29	\$1,080,000

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

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Proposed 2024 RTIP	Total RTIP	Other Funding						Total Project Cost
		Covid MID STIP	ITIP	STBG/ CMAQ	SHOPP	Measure C- Local	RTMF	
South Fresno Interchange (North/Cedar Phase)	\$45,346					\$35,154	\$31,800	\$112,300
South Fresno Interchange (American Ave Phase)	\$42,353	\$4,760				\$28,487		\$75,600
SR 41 Excelsior Expressway	\$12,000		\$31,000		\$14,800	\$13,000		\$70,800
Planning, Programming, Monitoring	\$3,075							\$3,075
Totals (\$1,000s)	\$102,774	\$4,760	\$31,000	-	\$14,800	\$76,641	\$31,800	\$261,775

Notes: South Fresno Interchange Project has two PPRs for 2 phases, North/Cedar Avenue and American Avenue.

Total project cost includes prior funding that is reflected in the Detailed Project Programming Summary Table, Appendices Section 20.

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.

No new ITIP is requested.

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 146 collisions and 19 fatalities, accounting for 35% 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. Currently \$23,000,000 in ITIP has been programmed for FFY 2024/2025.

The South Fresno State Route 99 Corridor Project will not only serve existing businesses that provide significant employment opportunities, but it will also open the area up to more industrial and commercial business that will provide additional jobs, which is especially critical for this economically depressed area of the city and county. Within the City of Fresno's sphere of influence, the area bounded by Annadale, East, Peach, and American Avenues – directly adjacent to the American Avenue interchange – represents a significant opportunity for future industrial and commercial development.

Approximately 4,526 jobs will be created by 2035 in this area from the development of vacant and agricultural land into their planned land uses of light and heavy industrial and business park. Buildout beyond 2035 could bring an additional 5,000 jobs to this area once fully developed.

The project team has thoroughly analyzed the project area¹ using EPA's EJ Screen and California EPA's CalEnviroScreen 4.0 to become familiar with residents' demographics, as well as health, economic, and environmental burdens. Environmental indicators within a mile's radius of each interchange are exceptionally poor. Lung-damaging, small-particle particulate matter (PM 2.5) is 33 percent higher than the state average, and nearly double the national average. However, according to Caltrans' Air Quality Report (January 2021), under a no-build scenario, driving conditions would further deteriorate as greater traffic congestion, delay, and vehicles would continue idling, which is a primary source of toxic air emissions. Circuitous out-of-direction travel would continue and become worse, with more potholes and cracks in the pavement, making driving in the area even more difficult. The project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including active transportation facilities, travel demand management strategies, electrification, and air pollution control standards. Both interchanges will include bicycle lanes and sidewalks on both sides of the roadway. This design is consistent with the City of Fresno's General Plan and connects to adjacent facilities, to further enable active transportation and reduce emissions.

Section 9. Projects Planned Within Multi-Modal Corridors

No planned projects or projects underway will be impacted by the America Avenue Interchange Project as proposed in the 2024 RTIP.

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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)

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 onsite 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

¹ Census Tracts: 06019001500 (North/Cedar) and 06019001700 (American)

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 2024 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 South Fresno Interchange project will improve safety and traffic operations along the SR 99 corridor. This project will also address accessibility, sustainability, and will serve the economic vitality for the region.

The American Avenue Project directly addresses safety, accessibility, connectivity goods movement, and will provide many benefits to the region through true partnership and collaboration.

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.	23.29 (2019)	23.48 (2046)
	Percent of congested VMT (at or below 35 mph)	11.47% (2019)	10.64% (2046)
	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	16.6% (2019)	7.2% (2021)
	Pavement Condition Index (local streets and roads)	60 (2018/2019)	56 (2035)
	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	24.7% (2021)	18.4 (2022)
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	2.203/5.140 (per 100 million) - 2020	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 American Avenue project programmed in the 2024 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 projects will improve safety along a major corridor, SR 99, and are identified as priority interregional facilities on the Interregional Transportation Strategic Plan (ITSP). This project will accomplish the goals of the 2023 ITSP.

The American Avenue Interchange project will serve an area planned for approximately 1,000 acres of industrial use. The area is already home to major fulfillment centers and has improved the region's economy by creating thousands of jobs. The project will include operational efficiencies to help accommodate the region's future transportation needs. 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.

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 2024 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	23.29 (2019)	23.48 (2046)
	Reduce Percent of congested VMT (at or below 35 mph)	11.47% (2019)	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	16.6% (2019)	7.2% (2021)
	Improve Pavement Condition Index (local streets and roads)	60 (2018/2019)	56 (2035)
	Reduce percent of highway bridge deck area in Poor Condition	0.8% (2020)	0.8% (2021)
	Reduce percent of transit assets that have surpassed the FTA useful life period	24.7% (2021)	18.4 (2022)
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	17/39.6 (per 100,000) - 2020	N/A
	Reduce fatalities and serious injuries per VMT	2.203/5.140 (per 100 million) - 2020	N/A
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	38.6% (2019)	38.8% (2035)
	Reduce mean commute travel time (to work or school)	13.89 min (2019)	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	1.82
	New or upgrade bicycle lane/sidewalk miles	Yes	1.0
	Operational improvements	Yes	-Roundabouts -Ramp metering -Pedestrian and bicycle facilities
	New or reconstructed bridges	Yes	Reconstructed

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

Per the STIP guidelines, the RTIP shall include a project-specific evaluation for each new project for which construction is proposed if the total amount of existing proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or the total project cost is \$50 million or greater. The American Avenue Interchange Project has a total project cost greater than \$50 million. A project level benefit analysis was completed using Caltrans' California Life-Cycle Benefit Cost Model (Cal B/C). The results of the analysis are shown below:

PROJECT: American Ave Interchange – Master

PPNO:

INVESTMENT ANALYSIS SUMMARY RESULTS				
Life-Cycle Costs (mil. \$) <input type="text" value="\$55.0"/>		ITEMIZED BENEFITS (mil. \$)		
Life-Cycle Benefits (mil. \$) <input type="text" value="\$388.9"/>		Passenger Benefits	Freight Benefits	Total Over 20 Years
Net Present Value (mil. \$) <input type="text" value="\$333.9"/>		<input type="text" value="\$22.6"/>	<input type="text" value="\$0.0"/>	<input type="text" value="\$22.6"/>
Benefit / Cost Ratio: <input type="text" value="7.1"/>		Travel Time Savings	<input type="text" value="\$0.0"/>	<input type="text" value="\$1.1"/>
Rate of Return on Investment: <input type="text" value="38.5%"/>		Travel Time Reliability Benefits	<input type="text" value="-\$7.6"/>	<input type="text" value="-\$0.3"/>
Payback Period: <input type="text" value="3 years"/>		Veh. Op. Cost Savings	<input type="text" value="\$0.9"/>	<input type="text" value="\$0.0"/>
		Accident Cost Savings	<input type="text" value="\$296.8"/>	<input type="text" value="\$370.8"/>
		Emission Cost Savings	<input type="text" value="\$0.2"/>	<input type="text" value="\$0.0"/>
		TOTAL BENEFITS	<input type="text" value="\$322.5"/>	<input type="text" value="\$388.9"/>
		Person-Hours of Time Saved	<input type="text" value="2,181,402"/>	<input type="text" value="109,070"/>
Should benefit-cost results include:				
EMISSIONS REDUCTION				
1) Induced Travel? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>				
2) Travel Time Reliability? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>				
3) Vehicle Operating Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>				
4) Accident Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>				
5) Vehicle Emissions? (y/n) <input type="text" value="Y"/> <small>includes value for CO₂e Default = Y</small>				
CO Emissions Saved <input type="text" value="12"/> Tons <input type="text" value="1"/> Value (mil. \$) <input type="text" value="\$0.0"/>				
CO₂ Emissions Saved <input type="text" value="3,765"/> Tons <input type="text" value="188"/> Value (mil. \$) <input type="text" value="\$0.2"/>				
NO_x Emissions Saved <input type="text" value="0"/> Tons <input type="text" value="0"/> Value (mil. \$) <input type="text" value="\$0.0"/>				
PM₁₀ Emissions Saved <input type="text" value="0"/> Tons <input type="text" value="0"/> Value (mil. \$) <input type="text" value="\$0.0"/>				
PM_{2.5} Emissions Saved <input type="text" value="0"/> Tons <input type="text" value="0"/> Value (mil. \$) <input type="text" value="\$0.0"/>				
SO_x Emissions Saved <input type="text" value="0"/> Tons <input type="text" value="0"/> Value (mil. \$) <input type="text" value="\$0.0"/>				
VOC Emissions Saved <input type="text" value="1"/> Tons <input type="text" value="0"/> Value (mil. \$) <input type="text" value="\$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 2024 RTIP.

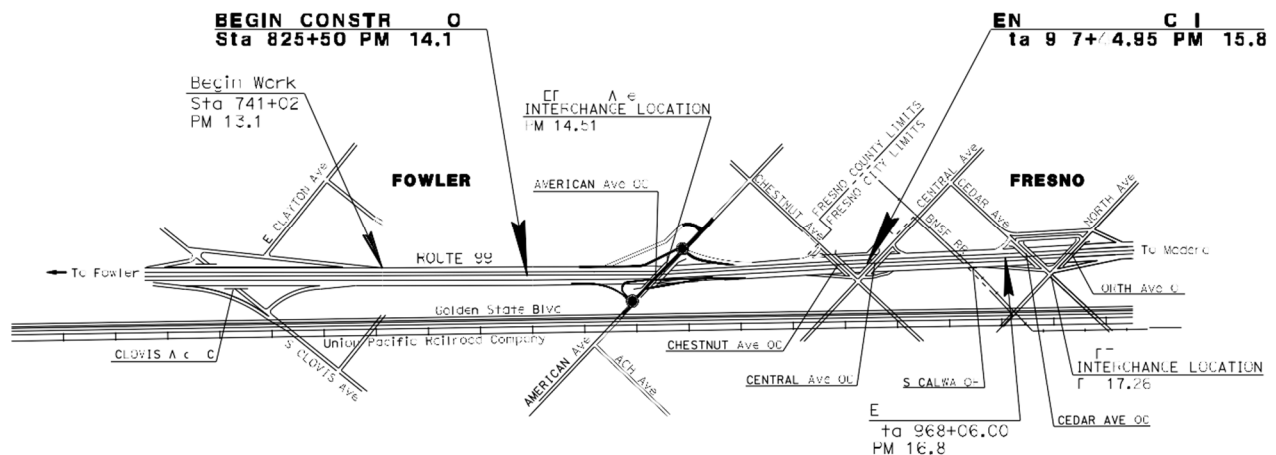
American Avenue Interchange: The American Avenue Project will modify the interchange along SR 99, American Ave, with a modern interchange design to improve access, operations, and safety on the state highway, as well as the adjacent local road network. Better access is both critical and potentially transformative 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 project will replace an aged and obsolete overcrossing, 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 Project including the American Avenue interchange along SR 99. Environmental was complete in January 2023. Caltrans will use Measure C funds to begin design and right-of-way acquisition in FY 2023-24. \$4.7m of 2021 mid-cycle STIP funding was also programmed on design and right of way for the American Avenue interchange.

Construction is planned in FY 2025-26 with 2024 STIP and Measure C funds the total project cost is **\$75,600,000**.

American Avenue Interchange



Planning, Programming, & Monitoring (PPM): Fresno COG is requesting an additional \$540,000 per year for the final two years (2027/28-2028/29) in the STIP, for a total of \$1,080,000. This is below the 5 percent PPM limitation the CTC allows. Over the five-year STIP period, \$3,075 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 2024 RTIP Approval

Section 19. Fact Sheet

Section 20. Detailed Project Programming Summary Table

Project Study Reports can be found on the Fresno COG website:

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

Appendices

Section 17

Project Programming Request Forms

South Fresno Interchange Project
American Avenue Phase
Project Programming Request

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2023 16:30:36
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	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)			03/25/2024	08/01/2025	
Begin Right of Way Phase			02/01/2022	02/01/2022	
End Right of Way Phase (Right of Way Certification Milestone)			03/01/2024	07/01/2025	
Begin Construction Phase (Contract Award Milestone)			09/01/2024	02/25/2026	
End Construction Phase (Construction Contract Acceptance Milestone)			05/01/2027	06/26/2028	
Begin Closeout Phase			09/01/2027	06/26/2028	
End Closeout Phase (Closeout Report)			07/01/2030	08/26/2030	

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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

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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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	1,500							1,500	Caltrans District 6
PS&E	4,200							4,200	Caltrans District 6
R/W SUP (CT)	800							800	Caltrans District 6
CON SUP (CT)	7,100							7,100	Caltrans District 6
R/W	2,400							2,400	Caltrans District 6
CON	40,100							40,100	Caltrans District 6
TOTAL	56,100							56,100	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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			58,400					58,400	
TOTAL	9,200		66,400					75,600	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Fresno Council of Governments
PS&E	3,960							3,960	Mid-cycle STIP
R/W SUP (CT)	800							800	
CON SUP (CT)									
R/W									
CON									
TOTAL	4,760							4,760	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	3,960							3,960	
R/W SUP (CT)	800							800	
CON SUP (CT)									
R/W									
CON									
TOTAL	4,760							4,760	

Fund #2:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,500							1,500	Fresno County Transportation Autho
PS&E	240							240	
R/W SUP (CT)									
CON SUP (CT)	7,100							7,100	
R/W	2,400							2,400	
CON	40,100							40,100	
TOTAL	51,340							51,340	
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	
Fund #3:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)			8,000					8,000	
R/W									
CON			34,353					34,353	
TOTAL			42,353					42,353	

Complete this page for amendments only

Date 12/14/2023 16:30:36

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) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2023 16:55:42
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	0H240	0600020559	6288	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Fresno County	99	15.800	17.600	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 : 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:	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	
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)		06/20/2025		06/01/2026	
Begin Right of Way Phase		06/15/2023		06/15/2023	
End Right of Way Phase (Right of Way Certification Milestone)		06/15/2025		05/01/2026	
Begin Construction Phase (Contract Award Milestone)		12/17/2025		12/30/2026	
End Construction Phase (Construction Contract Acceptance Milestone)		12/29/2028		12/14/2029	
Begin Closeout Phase		02/01/2029		12/14/2029	
End Closeout Phase (Closeout Report)		02/01/2032		02/16/2032	

Date 12/14/2023 16:55:42

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

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.

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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	3,000							3,000	Caltrans District 6
PS&E	5,800							5,800	Caltrans District 6
R/W SUP (CT)	2,200							2,200	Caltrans District 6
CON SUP (CT)		7,600						7,600	Caltrans District 6
R/W	8,100							8,100	Caltrans District 6
CON		50,100						50,100	Caltrans District 6
TOTAL	19,100	57,700						76,800	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Fresno Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)		7,600						7,600	
R/W									
CON		34,746						34,746	
TOTAL	3,000	42,346						45,346	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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		15,354						15,354	
TOTAL	16,100	15,354						31,454	
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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
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	

Fund #4:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)			8,900					8,900	
R/W									
CON			33,446					33,446	
TOTAL			42,346					42,346	

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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

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

SR 41 Excelsior Expressway Project

Project Programming Request

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 01/12/2024 14:32:21	
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	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 Council of Governments, Fresno County, Fresno Cou	
Kings County	41	R 48.000	R 48.300	MPO	Element
				FCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Chris Gardner			559-978-1888	chris.gardner@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)			06/03/2024	06/03/2024	
Begin Right of Way Phase			07/01/2018	07/01/2018	
End Right of Way Phase (Right of Way Certification Milestone)			05/01/2024	05/01/2024	
Begin Construction Phase (Contract Award Milestone)			11/01/2024	11/01/2024	
End Construction Phase (Construction Contract Acceptance Milestone)			04/01/2027	04/01/2027	
Begin Closeout Phase			07/01/2027	07/01/2027	
End Closeout Phase (Closeout Report)			07/01/2029	07/01/2029	

Date 01/12/2024 14:32:21

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	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

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

Date 01/12/2024 14:32:21

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.

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	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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E	3,000							3,000	Caltrans District 6
R/W SUP (CT)	1,500							1,500	Caltrans District 6
CON SUP (CT)		7,600						7,600	Caltrans District 6
R/W	5,500							5,500	Caltrans District 6
CON		53,200						53,200	Caltrans District 6
TOTAL	10,000	60,800						70,800	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	

Fund #1:	IIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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		19,400						19,400	
TOTAL	8,000	23,000						31,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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		19,400						19,400	
TOTAL	8,000	23,000						31,000	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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		8,400						8,400	
TOTAL	2,000	10,000						12,000	
Fund #3:	Other State - Future Funds (Committed)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ 2022 SHOPP candidate PPNO 7064 for rehab of existing 2 lanes
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		12,400						12,400	
TOTAL		14,800						14,800	

Fund #4:	Local Funds - Fresno County Measure C (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,000						13,000	
TOTAL		13,000						13,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,000						13,000	
TOTAL		13,000						13,000	

Complete this page for amendments only					Date 01/12/2024 14:32:21
District	County	Route	EA	Project ID	PPNO
06	Fresno County, Kings County	41, 41	0S370	0614000130	6705

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

Planning, Programming, and Monitoring Project Programming Request

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	01/04/2024 10:48:19
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		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:	29,30,31	Senate:	16,14	Congressional:	18,19,20,21
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document		Document Type			
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Date 01/04/2024 10:48:19

Purpose and Need

Planning, Programming, and Monitoring.

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

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

Additional Information

Category and Outputs not applicable.

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6086-2024-0001 v1

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)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Fresno Council of Governments
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	798	399	399	399	540	540		3,075	
TOTAL	798	399	399	399	540	540		3,075	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	798	399	399	399	540	540		3,075	
TOTAL	798	399	399	399	540	540		3,075	

Appendices

Section 18

2024 RTIP FCOG Board Adoption Resolution

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2023-36

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

The 2024 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 2024 State Transportation Improvement Program for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by December 15, 20223, 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 2022 STIP programming policies, instructions and criteria and fund estimate; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 20224STIP in the attached exhibit; and

WHEREAS, the 2022 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 November 2023.

AYES: Coalinga, Fowler, Fresno City, Huron, Kingsburg, Parlier, Reedley, San Joaquin, Selma, Fresno County.

NOES: Firebaugh, Kerman, Mendota, Orange Cove.

ABSTAIN: None

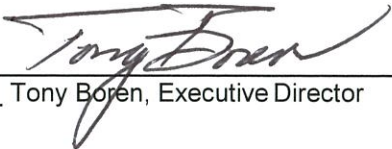
ABSENT: Clovis, Sanger.

ATTEST: None



Signed: Alma Beltran, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting dated above.



Signed: Tony Boren, Executive Director

Appendices

Section 19

Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet¹

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'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).

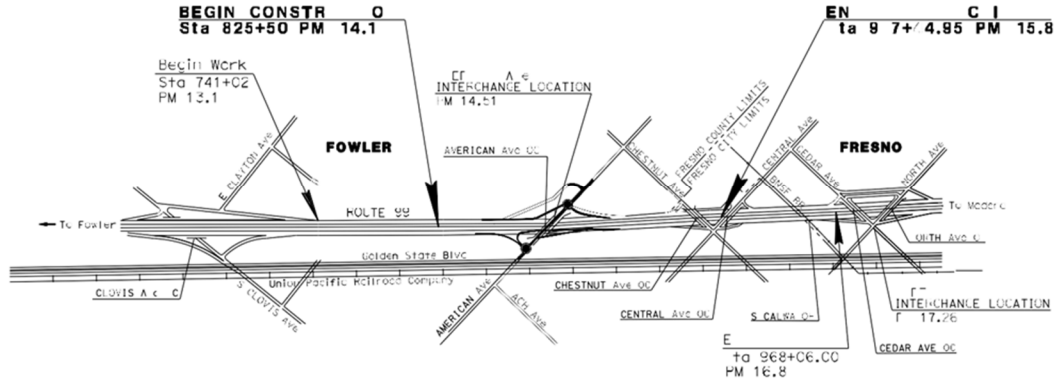
Carryover Balance from 2022 STIP			
Project Name and Location	Project Description	Requested RIP Amount	Estimated Completion
South Fresno Interchange Project, North/Cedar Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$ 45,346,000	2032
Programming, Planning, Monitoring	PPM for FY 2024/25 – 2025/26	\$1,197,000	
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-mileunimproved gap.	\$12,000,000	2029
Programming, Planning, Monitoring	PPM for FY 2025/26-2026/27	\$798,000	
An RTIP total funding amount of \$59,341,000 is being reprogrammed in the 2024 STIP.			

Mid-Cycle STIP Funding			
Project Name and Location	Project Description	Requested RIP Amount	Estimated Completion
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$4,760,000	2030
Carryover project on the design and right of way phase for a total of \$4,760,000.			

2024 RTIP Proposed Programming			
Project Name and Location	Project Description	Requested RIP Amount	Estimated Completion
South Fresno Interchange Project, American Avenue Phase	Modify existing interchanges along SR 99 utilizing standard interchange designs	\$42,353,000	2030
Programming, Planning, Monitoring	PPM for FY 2027/28-2028/29	\$1,080,000	
A total of \$43,433,000 is proposed for new programming.			

¹ The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

American Avenue is the Major 2024 RTIP Candidate



Benefits

The American Avenue Project will modify the interchange along SR 99, American Ave, with a modern interchange design 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 currently zoned for 1,000 acres 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. Approximately 4,526 jobs will be created by 2035 in this area from the development of vacant and agricultural land into their planned land uses of light and heavy industrial and business park. Buildout beyond 2035 could bring an additional 5,000 jobs to this area once fully developed. The new interchanges would have a direct impact on safety. The project will replace an aged and obsolete overcrossing, 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. The improved facilities would meet current Americans with Disabilities Act (ADA) standards. Furthermore, the project will reduce lifecycle costs, improve safety, improve access to jobs, reduce congestion, and improve goods movement.

According to Caltrans' Air Quality Report (January 2021), under a no-build scenario, driving conditions would further deteriorate as greater traffic congestion, delay, and vehicles would continue idling, which is a primary source of toxic air emissions. Circuitous out-of-direction travel would continue and become worse, with more potholes and cracks in the pavement, making driving in the area even more difficult. The project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including active transportation facilities, travel demand management strategies, electrification, and air pollution control standards.

Goals and Objectives

The 2024 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, 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 project's design responds to community vulnerabilities, and aligns with adopted state, regional and local climate action plans to ensure equitable development. The project also aligns with various environmental justice and greenhouse gas mitigation plans, policies, and strategies. It will include operational efficiencies to help accommodate the region's future transportation needs. 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.

Appendices

Section 20

Detailed Project Programming Summary Table

2024 STIP Programming for Fresno County Region through 2028/29

Adopted 2022 MID STIP - COVID Programming

Project PPNO 6288A	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Total
South Fresno Interchanges American Avenue							
E&P (PA&ED)	3,960						3,960
PS&E			0				0
R/W Sup (CT)	800						800
R/W			0				0
Con Sup (CT)					0		0
Construction					0		0
Total	4,760	0	0	0	0	0	4,760
Total Adopted 2022 STIP	4,760	0	0	0	0	0	4,760

2024 STIP Programming for Fresno County Region through 2028/29

Adopted 2022 RTIP

Project PPNO 6705	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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	2,000	10,000	0	0	0	0	12,000

Project PPNO 6288	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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)		7,600					7,600
Construction		34,746					34,746
Total	3,000	42,346	0	0	0	0	45,346

Project PPNO 06L01	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Total
Planning, Programming & Monitoring	798	399	399	399			1,995

Total Adopted 2022 STIP	5,798	52,745	399	399	0	0	59,341
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2024 STIP Programming for Fresno County Region through 2028/29

Proposed 2024 RTIP

Project PPNO 6705	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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	2,000	10,000	0	0	0	0	12,000
Project PPNO 6288	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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 06L01	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Total
Planning, Programming & Monitoring	798	399	399	399	540	540	3,075
Proposed 2024 STIP	5,798	10,399	85,098	399	540	540	102,774

2024 STIP Programming for Fresno County Region through 2028/29

New Programming 2024 RTIP

Project PPNO 6288	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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	(7,600)	8,900	0	0	0	1,300
Construction	0	(34,746)	33,446	0	0	0	(1,300)
Total	0	(42,346)	42,346	0	0	0	0
Project PPNO 6288A	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	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	8,000	0	0	0	8,000
Construction	0	0	34,353	0	0	0	34,353
Total	0	0	42,353	0	0	0	42,353
Project PPNO 06L01	Prior	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Total
Planning, Programming & Monitoring	0	0	0	0	540	540	1,080
New Programming 2024 RTIP	0	(42,346)	84,699	0	540	540	43,433