



Fresno Council of Governments One Voice D.C.

Regional Priorities Summary

April 2025



2025 Washington D.C. Fresno COG One Voice Delegates

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Fresno COG One Voice 2025 Regional Priorities



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Coalinga Municipal Airport Capital Improvements

REQUEST SUMMARY

Federal funding assistance to support \$3.96 million of essential Coalinga Municipal Airport maintenance and capital improvement projects through FAA's Airport Improvement Program and Airport Infrastructure Grant. These improvements are critical to ensuring the continued safe operation of the airport, enhancing its utility for local and regional users, and fostering economic growth in the surrounding community.

ABOUT THE PROJECT

The Coalinga Municipal Airport serves as a vital infrastructure asset for our region, providing essential westside connectivity for general aviation, emergency services, and agricultural operations, along with access to the Pleasant Valley State Prison and Coalinga State Hospital in the area. To maintain its functionality and safety standards, the following improvements are urgently needed.

Runway reconstruction and design: \$1.5M

The main runway infrastructure has deteriorated significantly requiring comprehensive reconstruction to meet FAA safety standards and support the volume and types of aircraft utilizing the airport.

The crosswind runway condition is poor, requiring the city to close it to operations.

Weather System Improvements (AWOS): \$200K

The airport needs a new AWOS to replace an inoperable system for which parts and

technical assistance are no longer available. The new system would provide accurate, real-time weather information to pilots, enhancing flight safety and operational reliability. Weather is currently reported from 30-40 miles away where wind and other patterns can be significantly different.

Lighting Improvements to LED: \$100K

The airport's existing lighting systems need an upgrade to LED technology with smart lighting controls that adapt to weather conditions. This will improve visibility during low-light conditions and reduce energy costs.

New Hangar Construction: \$1.2M

There is increasing demand for aircraft storage, which would support operational growth, a possible flight school and provide additional revenue for the airport. Schools have shown interest in locating to Coalinga's airport based on its location and lack of fog that permeates the area in cooler months.

New Fueling Systems: \$600K

No fuel service has been available at the airport, so modern fueling systems are necessary to replace obsolete equipment and ensure reliable fuel availability for all aircraft types.



Main Runway

**Actual cost variation
(10%): \$360K**

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Fresno Yosemite International Airport (FAT) Air Traffic Control Tower Replacement Project

REQUEST SUMMARY

The City of Fresno seeks \$10M to support the construction of a replacement air traffic control tower and terminal radar approach control (TRACON) facility at Fresno Yosemite International Airport (FAT).

ABOUT THE PROJECT

A new 150-foot air traffic control tower that meets current FAA standards and improves air safety over the region is estimated to cost \$100 million. The city anticipates competing for federal grant funds that will only provide an estimated \$10 million, leaving a shortfall in construction costs. This ask is for an additional \$10 million in matching funds to further reduce the shortfall as the city pursues other grant programs, including the Airport Improvement Program (AIP), Department of Defense funding, and congressional earmarks.

BACKGROUND

FAT is a regional asset supporting the San Joaquin Valley's economic development and growth by providing for the region's commercial air service, air cargo and corporate needs. In addition, the airport is a joint civil/military base whose critical mission is protecting the western United States. The airport also supports the state's wildfire effort with based firefighting aircraft capable of responding at a moment's notice.

Since 1962, the City of Fresno has owned and maintained the air traffic control tower facility at Fresno Yosemite International Airport (FAT). Today, It has reached the end of its useful life, is increasingly difficult to maintain, meets neither current business codes nor air traffic control tower standards, and does not meet ADA requirements. Because of stringent requirements, current



standards cannot be met with a renovation or upgrades. Replacement is necessary and important to avoid a catastrophic failure.

In addition to providing air traffic control services for aircraft at FAT and the surrounding airspace, the facility also provides radar control of aircraft throughout the region in its TRACON. Air traffic control services are essential to safe and efficient airport operations and for the surrounding regional airspace. This facility operates 24/7 ensuring access to the region, including connecting to international routes and providing for national defense readiness.

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Fresno Yosemite International Airport (FAT)

East Terminal Expansion Project

REQUEST SUMMARY

The City of Fresno seeks \$7 million for the East Terminal Expansion Project's design completion and site preparation. The city will seek funding through all available sources, including Airport Improvement Program (AIP) grants and congressional earmarks.

ABOUT THE PROJECT

City of Fresno - Airports requests assistance with funding phase two of its terminal expansion project. Initial funding will support the planning effort, including environmental and design.

Phase one expansion is expected to open in fall 2025. The airport will realize the improved efficiencies of a new Federal inspection service facility and two additional aircraft parking gates to replace ground level processing for international flights. Phase two will deliver an increase in capacity with two additional aircraft parking gates capable of processing both domestic and international flights.

BACKGROUND

The current FAT Terminal Expansion Project is the largest expansion in the airport's history. The project is needed in response to the rapid and sustained growth experienced throughout the Central Valley region, which is driving increased air travel. FAT is a regional asset supporting the San Joaquin Valley's economic development and growth by providing for commercial air service. In 2023, more than 2.4 million passengers utilized the airport, a historical record. It is anticipated that upcoming calendar years

will bring additional historic increases.

With the increase in airport growth, there is strong interest from existing airlines to increase service on existing routes and to introduce new domestic and international destinations from Fresno, as well as interest from potential new airline entrants into the market. However, this will be highly dependent on the airport's ability to accommodate the increased offerings. The East Terminal Expansion provides for additional facilities to meet the demand.

Increased and robust commercial air service and air cargo access are key drivers for the local economy that positions the region to welcome new business.

CONTACT

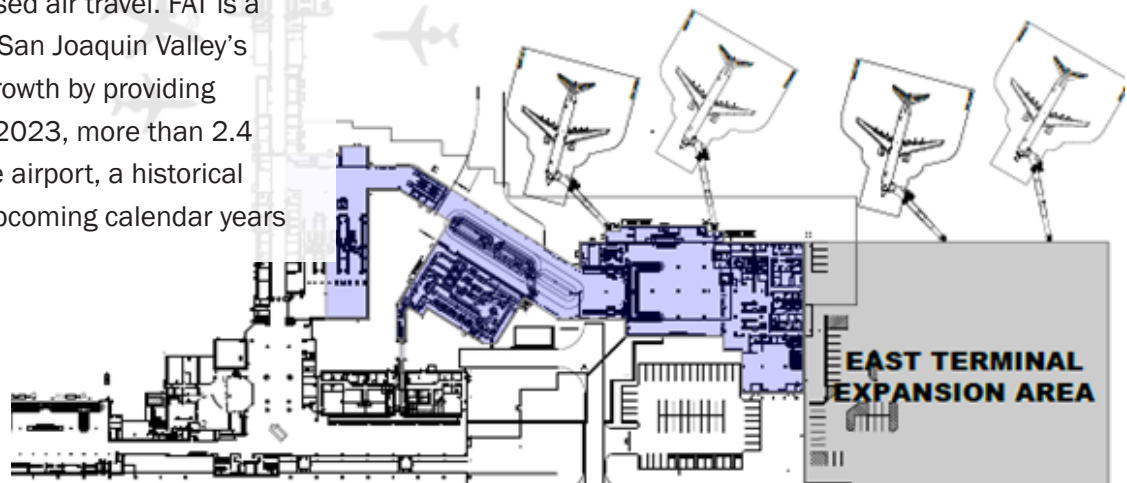
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Fresno Yosemite International Airport (FAT) Runway Reconstruction Project

REQUEST SUMMARY

City of Fresno - Airports requests assistance with \$10 million in matching funds for a \$100 million FAA grant to complete the Runway Construction Project at Fresno Yosemite International Airport (FAT).

ABOUT THE PROJECT

The runways at FAT provide critical access to the region and support freight and passenger travel throughout Fresno County and the San Joaquin Valley region. Whether for business or leisure, FAT is the airport of choice within a 2-3 hour drive. This project will reconstruct an aging and deteriorating runway and ensure the airport continues to meet its safety obligations to the region's families. Providing air access is also essential for attracting new business and economic growth.

PRIORITY BACKGROUND

FAT is a regional asset supporting the San Joaquin Valley's economic development and growth by providing for the community's commercial air service, air cargo and corporate needs. In addition, the airport is a joint civil/military base whose critical mission is protecting the western United States. It also supports the state's wildfire effort with based firefighting aircraft capable of responding at a moment's notice, as well as air units used for public safety operations.

The airport's primary runway 11L/29R has seen a significant increase in activity and an increase in the size and number of aircraft using the airport's runways. This activity has resulted in increased pavement surface wear-and-tear, which must be

replaced to support safe air access to the San Joaquin Valley. Due to age and current conditions, the runway will require a complete reconstruction with an estimated cost of \$100 million, to be completed in phases over two years or less.

The critical nature of this project and the safety implications make it a high priority for federal funding support. However, the high cost places a strain on available Airport Improvement Program (AIP) funding



for the region and will require strong support.

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Shaw Avenue/State Route 99 Interchange Modernization Project

REQUEST SUMMARY

Support for a \$5 million BUILD grant application already on file with the Department of Transportation to support the Shaw Avenue and State Route 99 (SR 99) Interchange project. This transformational, large-scale transportation project will increase Fresno County's local and regional economic diversity and vitality.

ABOUT THE PROJECT

SR99 is part of the California Freeway and Expressway System stretching almost the entire length of the San Joaquin Valley. It is one of the most significant regional and goods transportation corridors in California. It provides a north/south connection to cities and communities in the San Joaquin Valley and to the rest of the state.

The Shaw Avenue/SR 99 interchange was constructed in 1960 when the population of the City of Fresno was approximately 133,000. The population grew four-fold to a census-estimated 2020 population of 546,000. The interchange has since become an integral part of the transportation network with Shaw Avenue serving as a major east-west arterial. While the freeway has been improved to six lanes, the 1960 interchange has not been modernized. Traffic operational analysis conducted in 2021 shows that the Shaw Avenue/SR99 Interchange south and northbound ramp intersections will operate unacceptably at level of service E and F (control delays in excess of 55 seconds) by 2035 with long delays for both the AM and PM peak hours. Fresno Council of Governments forecasts that the Fresno sphere of influence population will continue to grow to 904,000 in 2050.

To provide connectivity and cohesion from rural

communities located west of SR 99 to the heart of Fresno and the rest of the county, a modernized Shaw Avenue/SR 99 interchange is proposed. This major thoroughfare is one of the main gateways to and from the west side of the City of Fresno and Fresno County, plagued by traffic congestion that delays commuters, students heading to and from schools, and extends emergency vehicle response times. It is also a major truck route for the delivery of goods and services which relies on safe and timely deliveries for hundreds of businesses on Shaw Avenue and beyond.

Modernization of the Shaw Avenue/SR99 interchange would address safety concerns, geometric deficiencies and multimodal access. It will add Americans Disabilities Act (ADA) curb ramps, include sidewalk gap infills and street lighting; expand transit availability, and reduce significant existing congestion, meeting future operational needs to accommodate the City of Fresno's planned growth. Specific safety challenges within this project area include:

- Shaw Avenue deterioration due to heavy traffic, congestion, and queuing
- Shaw Avenue and SR99 lane configurations are not perpendicular, with a 40-degree skew creating flawed sight lines for all modal users
- Sidewalks are inconsistent and not ADA compliant
- Lack of multimodal infrastructure and lighting
- No active transportation infrastructure; effectively cutting off residents who do not own vehicles

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South Fresno State Route 99 Corridor Project

REQUEST SUMMARY

Support for the \$25 million BUILD grant application already on file with the Department of Transportation. The total project cost is estimated at \$188.5 million.

ABOUT THE PROJECT

Fresno Council of Governments and the Fresno County Transportation Authority (FCTA) formally request support for their joint BUILD grant application for the South Fresno State Route 99 Corridor Project. If funded, the project would replace a non-standard, split interchange at North/Cedar Avenue and a non-standard, half-interchange at American Avenue – just under three miles south of North/Cedar. The project is intended to 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 electric-vehicle (EV) charging stations, and replace/rehabilitate existing pavement. Furthermore, the project has the potential to reduce lifecycle costs, improve safety, improve access to jobs, reduce congestion, improve goods movement and supply chains, and facilitate California High-Speed Rail (HSR) construction and operations.

BACKGROUND

The North/Cedar and American Avenue interchanges are located along the State Route (SR) 99 trade corridor and are priority locations for reconstruction. Both North/Cedar and American Avenues serve as primary access points for existing and developing industrial and commercial businesses, which includes three major distribution centers for Amazon, Ulta Beauty, and Valley Wide Beverage. In addition to those three distribution centers, as

well as hundreds of other industrial employers in south Fresno, this project will also serve the nearby Burlington Northern Santa Fe (BNSF) intermodal rail facility. Lastly, it would provide access to the proposed Fresno HSR Maintenance-of-Way Facility site.

The Corridor Project will reduce driver confusion at the North Avenue interchange by reconstructing interchanges to standard design. Improvements will include installing traffic signal controls at the ramp intersections, which should reduce overall collisions as much as 30 percent, with some reduction to collision severity. Left-turn phasing will also eliminate free movements, which reduces potential collisions with cyclists/pedestrians. The interchange ramps at Cedar Avenue are eliminated and consolidated at North Avenue. This removes the conflict points between vehicles and cyclists/pedestrians in which free movements currently exist.

The proposed improvements at the American Avenue interchange include roundabouts at the ramp intersections. The roundabouts have several added safety features, including reducing collision severity and providing for improved pedestrian crossings. Multi-use paths will run adjacent to the roundabouts, which will provide a safe route for both pedestrians and cyclists.

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Parlier to Reedley Education Trail

REQUEST SUMMARY

Support the City of Parlier's BUILD grant application and discretionary grant program funding, requesting \$11.8 million to fund the Parlier-to-Reedley Education Trail project. This critical investment will expand transportation options, improve public safety, and promote economic opportunities.

ABOUT THE PROJECT

The project proposes to construct a three-mile regional trail adjacent to Manning Avenue with a safe, protected, shaded, and lighted trail.



BACKGROUND

Parlier and Reedley are neighboring cities physically separated by the Kings River. The Manning Avenue corridor is the only means by which Parlier residents can directly access Reedley, and vice versa. This project would connect the two cities via a trail, addressing deficiencies in the region's transportation network, providing transportation access to outdoor recreation, education, places of worship, hospitals, banks, the DMV, employment and commercial destinations.

Manning Avenue is a principal arterial roadway that connects to seven other cities and communities within Fresno County, but the segment between

Parlier and Reedley lacks protected facilities for pedestrians and cyclists, creating unsafe conditions. Individuals and families that share one vehicle for the household, or who may not have a vehicle at all, are at an economic disadvantage because there are limited options to access opportunities of the region.

Although Parlier and Reedley are served by the Fresno County Rural Transit Agency, there is only one inter-city transit route that connects the two cities, which has three bus pick-up times for Parlier residents to travel from Parlier to Reedley and back. While

the transit bus provides a vital service and is certainly relied upon by residents from both cities, it does not fully meet everyone's transportation needs. Residents

of all ages from both cities without access to a vehicle will be able to walk and ride to reach their destination without having to plan around one fixed bus schedule.

In addition to the benefits for Parlier, this project will also bring economic and recreational benefits to Reedley residents with connection to significant regional employers, such as Maxco and Sunwest.

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Millerton Road Widening and Safety Improvements

REQUEST SUMMARY

Support for the County of Fresno's \$25 million BUILD grant application to help construct the Millerton Road Widening Project. Total Project cost is \$76 million.

ABOUT THE PROJECT

The proposed project widens a 4.7-mile stretch of Millerton Road from a two-lane rural roadway to a four-lane divided arterial roadway. It spans from North Fork Road in the community of Friant to one mile west of Auberry Road. The project also includes constructing two roundabouts; one at Marina Drive/Winchell Cove Road and one at Morningside Drive/Saubrice Avenue. Several public road intersections, private road intersections, and driveway intersections would also be improved to accommodate the road widening and median improvements.

The project has been ongoing for several years, experiencing delays due to environmental, right-of-way, and utility concerns. It is now ready for construction; however, funding for the project is insufficient due to rising construction costs and unexpected issues.

During the time the County was working through the delays, Table Mountain Rancheria, the Chukchansi band of Yokut and Monache tribes of Indigenous Americans, widened a 0.8 mile section of the roadway in front of their newly built casino on Millerton Road from two to four lanes, which starts at the casino entrance and ends at Marina/Winchell Cove Drive. The change from four- to two-lanes traveling west on Millerton Road creates an abrupt bottleneck that has resulted multiple severe crashes, some fatal. Between 2012 and May 2023 there were 44 collisions; nine people killed and 26 injured within 900 feet of the intersection. The County has proposed a roundabout

at this intersection, which adds approximately \$4 million to the project. The roundabout should significantly reduce the number of crashes and deaths. Additionally, widening the remainder of the road will improve the bottleneck. A second roundabout at Morningside Drive/Saubrice Avenue will offer further safety for motorists and reduce the number of crashes on the stretch of roadway.

BACKGROUND

Millerton Road is the primary corridor that Table Mountain Rancheria tribe members rely on to access their lands and government operation. It is used by more than 1,300 employees, Fresno County residents of Table Mountain Rancheria, thousands of patrons, and is integral to economic success.

The widening and improvements proposed within this project will tie the foothill area to the Fresno/Clovis metropolitan area. By supporting regional development and economic growth, property values can be improved and related construction and service industries will be sustained. Additionally, the residual impacts and job creation caused by such investment will reverberate throughout the region.

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High-Speed Rail Funding

REQUEST SUMMARY

Preserve up to \$3.07 billion in FRA high-speed rail (HSR) funding under the Fiscal Year 2022-2023 Federal-State Partnership for Intercity Passenger Rail, which funds the following:

- Design and construction of the Fresno HSR station final design and right-of-way acquisition for the Merced extension (Madera, CA to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter, CA to Bakersfield, CA)
- Civil, track and systems construction for the 13-mile Bakersfield Interim extension
- Design and procurement of trainsets
- Design and construction of trainset facilities

ABOUT THE PROJECT

As the Fresno landscape readily demonstrates, our region and the State of California are committed to the California HSR system. With design on the Fresno HSR station 70 percent completed and construction scheduled to begin in 2027, the Fresno region has undertaken significant efforts in workforce development and transportation planning to get to this stage. The San Joaquin Valley represents the spine of the California HSR system and a key strategy in providing an alternative transportation option to

crowded urban freeways and expensive airlines.

High-speed rail construction in the city of Fresno alone has contributed to nearly \$1 billion in new infrastructure:

- 16 new public safety enhancements/grade separation projects
- 40 lane miles of new and reconstructed roads
- 45,000 new and replaced sewer infrastructure
- 65,000 feet of new and replace water infrastructure



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Cross Valley Rail in Huron

REQUEST SUMMARY

Congressional delegation support for future grant applications for the Cross Valley Corridor in general and for rail station construction in Fresno County.

ABOUT THE PROJECT

The Cross Valley Corridor (CVC) is a vital east-west rail corridor among communities in Fresno, Tulare, and Kings Counties in the Central San Joaquin Valley. While existing rail is active in certain segments and abandoned in others, the corridor presents a unique opportunity to unlock mobility improvements for the region, advancing local economic development. With a proposed California High-Speed Rail station located in the middle of the corridor, there is an opportunity to improve regional and statewide connectivity and mobility throughout the communities along the corridor, which include Huron, Naval Air Station Lemoore, Hanford, Visalia, Farmersville, Exeter, Lindsay, and Porterville.

CVC is approximately 75 miles long between the cities of Huron and Porterville, with 7-13 potential stops in cities in between, and could serve as the backbone for a future transit corridor. The majority of the corridor is currently occupied by single track freight railway, owned and operated by the San Joaquin Valley Railroad. However, existing track conditions are not yet suitable for passenger rail operations as many structures, including railway, bridges, culverts, and crossings are aging and obsolete. The existing right-of-way (ranging from 50-200 feet wide) would be suitable for passenger rail via a mixed use (freight and passenger rail). The alignment connects the corridor cities' downtown areas, making it an ideal route to serve the region's major activity centers and populations. Commute patterns analyzed in the development of the CVC

Plan suggest that there are strong internal connections between the CVC communities.

BACKGROUND

Designing and instiuting a large-scale rail project can span decades and come with a hefty price tag that may be alarming to stakeholders who are unsure whether the project benefits outweigh the costs. In consideration of this, the CVC Plan proposes a phased approach to demonstrate value in the near-term by starting with a bus or BRT service along the approximate proposed route to spark awareness along the corridor while allowing for data collection in ridership and usage trends that could be helpful in future rail planning efforts.

In 2023, the project received a \$650,000 Sustainable Communities Planning Grant and a \$20.2 million Transit and Intercity Rail Capital Program. In 2024, the Tulare County Association of Governments (TCAG) and Kings County Association of Governments (KCAG) completed the Kings-Tulare County Cross Valley Corridor Phase 1 Operations Plan, which establishes and recommends a phased service implementation and capital improvements plan for the Cross Valley Corridor. In a future phase service would be extended to Huron and Porterville.

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Easton Complete Streets Project

REQUEST SUMMARY

An earmark request of \$2 million is being sought to address critical infrastructure deficiencies in an unincorporated community lacking sidewalks and storm drains. This funding will transform the area into a safer environment for children and families by supporting the final design, right-of-way acquisition, and construction phases of a complete streets project. The project has already secured \$800,000 through the Active Transportation Program to fund the initial design phase, demonstrating local commitment and momentum toward improving safety and walkability in the community.

ABOUT THE PROJECT

The Easton Complete Streets project would construct sidewalks with curb & gutter and replace non-ADA compliant curb ramps and driveway approaches. A storm drain system would be installed as part of the project to address drainage from the new gutters. Roadway reconstruction or widening will be necessary to be able to correct the drainage pattern to the new storm drainage system. Miscellaneous appurtenant work, including but not limited to appropriate road safety signage and striping, relocating existing utilities, and survey monument replacement will also be included with the proposed improvements.

BACKGROUND

The majority of the community of Easton lacks a storm drain system. During even mild rain events, in areas near schools parents and students must walk in the middle of the street to access the school and avoid puddled water. Many parts of Easton lack sidewalks which cause safety issues, as students and other residents face heavy traffic with no place to safely walk or bike. Administrators, teachers,



and parents from the school district are looking for solutions. As an unincorporated community, there is no tax base to pay for such improvements. The community service district typically operates at a deficit and has no means to pay for these type of infrastructure improvements.

Connectivity within the project area is restricted. The number of safe and direct routes between places is limited since existing sidewalks and roads in front of common use places and businesses are in disrepair or non-existent. This impacts daily activities, such as safe paths to school for children. The proposed improvements will address missing and damaged sections of sidewalk, as well as ADA compliance. Safety will improve for vehicular traffic as drainage improvements will minimize road flooding.

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Raising Pine Flat Dam Resiliency Project

REQUEST SUMMARY

The Kings River Conservation District (KRCD) requests an update of the 1989 U.S. Army Corps of Engineers feasibility study to examine a 12-foot raise of the Pine Flat Dam spillway. It will cost \$3 million to fund the study and assistance with the procedural step of removing the 'new start' project classification.

ABOUT THE PROJECT

An updated U.S. Army Corps of Engineers (USACE) 3x3x3 Rule feasibility study will determine if the project will improve flood control and water management benefits for agricultural and community water supply uses, by adding 120,700 acre-feet of storage capacity to the existing 1 million acre-foot Pine Flat Reservoir. This boost would provide flood protection, enhanced drought resilience, increased water supply reliability for both surface and groundwater, increased hydroelectric power generation, improved water storage management, and balanced effects of hydrologic variability.

The USACE completed a dam spillway raise feasibility study in 1989. Since 2018, KRCD has invested approximately \$500,000 to bring the 1989 USACE

current and perform updated modeling. Based on this, KRCD asserts that the feasibility study is not a 'new start' project as currently classified. The earliest a feasibility study could begin is in 2026, if federal funding is approved and USACE staff is assigned. If the feasibility study determines a 12-foot dam spillway raise is feasible (\$1 billion cost), additional federal funding must be secured.

BACKGROUND

Pine Flat Dam is located in the Kings River watershed, 25 miles east of Fresno, California's fifth largest city. Pine Flat Dam was completed in 1954 and is owned, operated, and maintained by USACE. Its principal purpose is flood control, and water storage and recreation are ancillary uses. Approximately 1 million people live and work in the geographic area served by the Kings River. The river's water is used to irrigate approximately 1 million acres of farmland, supply municipal drinking water, and replenish a finite and over-pumped groundwater supply. Variability in weather causes dramatic fluctuations between drought and flooding in the Fresno County region. Additional Reservoir storage would have reduced flooding impacts during the 2023 Tulare Lake flooding, by storing more water and allowing controlled release volumes rather than causing \$2 billion in damages to nearly 1,000 structures displacing families, impacting schools, and disrupting small and large local businesses.

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Manning Avenue Pedestrian Crossing Safety Enhancement

REQUEST SUMMARY

The City of Parlier is requesting \$1 million for environmental clearance, engineering design, and construction of a pedestrian-activated High-Intensity Activated Crosswalk (HAWK) beacon at a key regional crossing location on Manning Avenue.

ABOUT THE PROJECT

Manning Avenue is a vital arterial roadway that connects six cities within Fresno County to Interstate 5 and California State Route 99. As a result, it experiences a high volume of traffic, more than 16,000 vehicles daily, including a significant number of heavy trucks. Despite this high traffic volume, no pedestrian safety measures currently exist at the project location—where a multifamily apartment complex sits directly across the street from a well-frequented commercial center, a short walk from one of Parlier’s largest employers. As a result, residents, including seniors and children, are regularly forced to take life-threatening risks just to reach these key destinations. The installation of a HAWK beacon will provide a much-needed solution, increasing pedestrian safety, improving traffic flow and preventing future tragedies.

BACKGROUND

HAWK beacons are a proven safety enhancement for mid-block and uncontrolled pedestrian crossings on busy roadways. Unlike traditional traffic signals, a HAWK beacon remains dark until activated by a pedestrian. When a pedestrian presses the button, the system first flashes yellow to warn approaching drivers, then transitions to a steady yellow before displaying a solid red, requiring vehicles to stop and allow safe pedestrian crossing. Once the pedestrian has crossed, the beacon flashes red, signaling drivers that they may proceed when clear. This operation is



fundamentally different from a conventional traffic light, which cycles through red, yellow, and green regardless of pedestrian presence, potentially causing unnecessary traffic delays. By only activating when needed, HAWK beacons optimize both pedestrian safety and traffic efficiency.

On high-speed, high-volume corridors like Manning Avenue, the presence of a HAWK beacon will significantly reduce pedestrian-vehicle conflicts. Studies by the Federal Highway Administration (FHWA) show that HAWK beacons can reduce pedestrian crashes by up to 69%, making them one of the most effective safety treatments available for mid-block crossings. Without a dedicated pedestrian crossing system, pedestrians currently face the daunting challenge of judging gaps in high-speed traffic or relying on drivers to yield. There have been five recorded collisions between vehicles and pedestrians on Manning Avenue between 2013 to 2023. All collisions resulted in injury to the pedestrian involved, with varying degrees of severity, some fatal.

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Fresno County - Heart of California

Fresno County is the most productive agricultural county in the nation. Although most of the county is rural and economically driven by agriculture, a significant population resides in urban cities, most of which are along the major transportation corridors. State Route 99, a major goods movement state highway known as the backbone of California.

Fresno County Fast Facts

- 15 incorporated cities in Fresno County
 - 7,763 publicly maintained road miles, 58 percent of which are rural
 - 22.5 million average daily vehicle miles traveled (VMT), approximately 2.6 percent of California's total daily VMT
 - Fresno County serves as a major transportation corridor for goods going to and from western seaports on SR 99
 - 10th most populous county in California – projected to grow by 83,000 in the next 30 years
- Contains the 5th largest city in California – City of Fresno with a population of 546,971
 - 1.88 million acres of the world's most productive farmland, with agricultural operations covering nearly half of the county's entire land
 - 145% population increase between 1969-2019 as compared to 101% for the state and 63% on a national level
 - 8.095 billion in gross Fresno County crop production
 - Millions of tourists each year
 - 3 national parks and 3 national monuments
 - \$1.6 billion in tourism spending, which supports 150,700 tourism-related jobs. (Source: 2022 California Travel Impacts, Dean Ryan Associates)
 - 8.6% unemployment rate as of January 2025

Cities in Fresno County

