



Fresno Council of Governments One Voice D.C.

Regional Priorities Summary

March 2026



2026 Washington D.C. Fresno COG One Voice Delegates

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Fresno COG One Voice 2026 Regional Priorities



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Principles for the Surface Transportation Reauthorization

REQUEST SUMMARY

As Congress considers legislation to succeed the Infrastructure Investment and Jobs Act, Fresno Council of Governments (Fresno COG) asks lawmakers to consider several policy points that align with Congressional and Administration priorities.

Prioritizing Formula Funding and Local Decision-making

Fresno COG asks lawmakers to prioritize distributing federal funds to the local level, specifically to Metropolitan Planning Organizations (MPOs). We encourage lawmakers to direct dollars through key formula programs rather than discretionary or competitive programs. Formula programs provide reliable and predictable resources to the Valley on an annual basis – and these dollars are more accessible to smaller agencies that struggle with the capacity to apply for competitive or discretionary programs.

Further simplification of the competitive grant application process may enhance access for small and rural agencies. The Safe Streets and Roads for All (SS4A) Program uses a simple application that has proven accessible to communities of all sizes and agencies with limited technical or financial capacity. That can be replicated to advance President Trump's goals of improving federal oversight of grantmaking and ensuring that more local governments and other institutions are well-positioned to become effective stewards of taxpayer dollars.

Lawmakers ought to consider increasing shares of mandatory suballocations to the local level for pass-through programs. Fresno COG advocates for directing federal funding through the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Metropolitan Planning Program (MPP).

Addressing Demand for Investment in Bridges and Rural Goods Movement

In recent years, the U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) has seen immense demand for bridge programs that remain oversubscribed year after year. We urge lawmakers to increase funding for the Bridge Formula Program (BFP) and Bridge Investment Program (BIP) to better address that demand in our region and nationwide.



Bridges and Safety Infrastructure for Community Success (BASICS) Act

This bipartisan BASICS Act (H.R. 7437) seeks to better align federal transportation policy with how the system actually functions on the ground. Regions and local governments plan for, own, and operate more than 75 percent of the nation's road network, yet receive only approximately 16 percent of federal transportation funding. The bill would:

- Target bridge funding based on condition and ownership

- Strengthen flexible formula programs for local and regional project delivery
- Direct safety dollars to high-risk roads
- Support both metropolitan and rural transportation planning capacity
- Reinforce accountability and locally driven project selection



Fresno COG supports the Farm-to-Market Road Improvement Act (H.R. 3572), introduced by Representative David Valadao and sponsored by Representatives Jim Costa and Vince Fong. The bill would provide a ten percent set-aside within the Rural Surface Transportation (Rural) Grant Program to help address these local needs in eligible counties with the highest annual agricultural yields. We ask lawmakers to direct more federal funding to strengthen local roads with exposure to excessive wear and tear caused by heavy-duty trucks and equipment supporting agricultural production and goods movement.

Protecting Clean Air

Fresno COG requests that lawmakers maintain funding for programs designed to address air quality challenges in the region, with eligibility for more efficient, innovative vehicles and equipment, as well as clean air technologies. Member agencies would give priority for U.S. EPA 103 and 105 grants, Targeted AirShed grants, and Diesel Emission Reduction grants.

Further Streamlining NEPA

As the Administration moves forward with implementing its common-sense deregulatory agenda, please know that Fresno COG supports legislative and regulatory solutions that seek to further streamline project permitting efforts and reduce administrative burdens and project delays associated with National Environmental Policy Act (NEPA) reviews. We encourage federal policymakers to require that interagency coordination be fulfilled on reasonable, established timelines.

Increasing Federal Planning (PL) Funds for MPOs

Federal planning requirements have grown dramatically, but federal planning dollars have not. California MPOs — especially those in the San Joaquin Valley — are now being asked to deliver work far beyond the scale that PL was designed to support.

- PL funding is flat while costs have risen 55+ percent over the last decade.
- Raise PL authorization levels in the next surface transportation bill
- Increase the PL “carve-out” percentage from total federal highway funding.
- Recognize that MPO planning mandates have expanded dramatically (performance management, resilience, housing integration) while planning dollars have not scaled accordingly.
- Consider freight metrics. The nation’s goods arrive at California ports from overseas and are then traveling through the Valley to the rest of the nation via truck or rail.

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Fresno Yosemite International Airport Air Traffic Control Tower Replacement Project

REQUEST SUMMARY

The City of Fresno seeks support for airport-owned Air Traffic Control Tower (ATCT) and TRACON facility replacement funding through FAA appropriations or reauthorization. Funding would support the design and construction of Fresno Yosemite International Airport's (FAT) 64-year old ATCT, ensuring safe, secure and efficient 24/7 operations at the facility.

ABOUT THE PROJECT

The FAT ATCT supports a growing primary commercial service airport in California's Central Valley Region. The airport is important to the NPIAS supporting air cargo, general aviation, corporate, military, firefighting resources, and acts as an emergency alternate diversion airport for airports in the west. This project addresses a critical need. Estimated cost for this ATCT is \$96 million.

A new 150-foot air traffic control tower would meet current FAA standards and improve air safety over the region. 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 the requested 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 main-tained 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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Shaw Avenue/State Route 99 Interchange Modernization Project



REQUEST SUMMARY

Continued Federal support for the Shaw Avenue/State Route 99 (SR 99) Interchange project, identified as the No. 1 public request in the West Area Neighborhood Specific Planning Process. This transformational, large-scale transportation project will increase Fresno County's local and regional economic diversity and vitality in this area with the next subsequent preliminary design and right-of-way (ROW) phase.

ABOUT THE PROJECT

SR 99 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, providing north/south connection to 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 the City of Fresno's population was approximately 133,000. The population grew four-fold to a Census-estimated 2020 population of 546,000, making it the fifth largest city in California. 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 by 2035 with long delays for both the AM and PM peak hours. Those delays have already begun. Fresno Council of Governments forecasts that the Fresno sphere of influence population will continue to grow to 904,000 by 2050. The growth will increase the traffic demands on the interchange and further increase congestion within and nearby, causing significant safety concerns.

Interchange modernization must occur to improve connectivity and cohesion for rural residents on SR 99's west side who struggle to get through the intersection and across Shaw Avenue. The interchange provides direct access to a multitude of businesses, shopping options, neighborhoods and California State University, Fresno. It is also a major truck route, allowing for goods and services delivery to hundreds of businesses on Shaw Avenue.

Specific safety challenges within the Project location:

- Roadway deterioration as a result of heavy traffic, congestion, and queuing
- Lane configurations with a 40-degree skew creating flawed sight lines for all modal users
- Sidewalks are inconsistent and not ADA compliant
- Lack of lighting and multimodal infrastructure

The Shaw Avenue/SR 99 interchange will be a future and multi-year priority. Fresno COG and the City of Fresno on March 19 secured STIP funding in FY29/30 to support the EIR. Anticipated, near-term, Federal requests will be targeted for the engineering design phase.

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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.



SR 99 at American Avenue

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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Millerton Road Widening and Safety Improvements

REQUEST SUMMARY

Support for the County of Fresno's \$12.6 million BUILD grant application to help construct Segment 1 of the Millerton Road Widening Project. Total Project cost is \$76 million.

ABOUT THE PROJECT

The Millerton Road Widening Segment 1 Project is a rural transportation investment designed to address severe safety hazards, operational deficiencies, and capacity constraints along Millerton Road between Morningside Drive and Marina Drive in unincorporated Fresno County. The Segment 1 Project will widen approximately 0.8-mile of Millerton Road from a two-lane undivided major collector to a four-lane divided arterial. The improvements will connect a separate safety project that includes a roundabout at Marina Drive. Additional improvements include median separation, striping for bicycle lanes and left-turn pockets, roadway realignment to current standards, erosion control, and drainage improvements. These improvements will eliminate unsafe passing and merging behavior, improve sight distance, and create a more forgiving roadway environment.

BACKGROUND

Millerton Road in northeastern Fresno County is a key regional corridor serving a combined population of approximately 7,000 residents and meets USDOT's



definition of a rural area. The roadway serves rural residents, recreation traffic, emergency response, and access to Table Mountain Rancheria and Casino. Existing conditions include a two-lane rural roadway with limited shoulders, constrained sight distance, and abrupt lane transitions.

In December 2025, a new fire station opened on Millerton Road, directly west of the project area. Fire trucks will utilize that road to access the nearby lake, forest, and neighborhood areas.

Millerton Road has some of the highest fatality numbers in the County. Between 2012 and May 2023 there were 44 collisions: 9 fatalities and 26 involved injuries within 900 feet of the intersection. The BUILD funding will help advance the project to make this corridor safer.

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Easton Sidewalk Improvement Project

REQUEST SUMMARY

Support for the County of Fresno's \$8 million BUILD grant application to help construct the Easton Sidewalk Improvement Project. Total project cost is \$8.9 million.

ABOUT THE PROJECT

The Easton Sidewalk Improvement Project will construct new sidewalks and repair damaged segments to eliminate gaps in the pedestrian network. Easton is compact community of roughly three square miles, and the project focuses on corridors that connect major destinations, including the school campuses on Lincoln Avenue, local businesses near the Elm/Lincoln intersection, the Easton Branch Library, and existing bus stops. All improvements will be ADA-compliant, ensuring safe and accessible routes for residents of all ages and abilities.

BACKGROUND

Easton is a small, rural, unincorporated community in central Fresno County with a population of approximately 2,500 residents. The community is organized around three primary transportation corridors—Elm Avenue (north-south), Lincoln Avenue (east-west), and State Route 41, which bisects the town. These roadways carry a mix of local traffic, agricultural vehicles, and heavy trucks traveling to and from surrounding farmland.

Lincoln Avenue is the community's most critical corridor. It serves as a major agricultural route and is home to three school campuses, requiring

students to cross Lincoln Avenue multiple times each day. Although high-visibility crosswalks have been installed, they have not fully addressed the safety risks faced by children and other pedestrians. The entire community lacks a stormwater collection system. During the rainy season, there is no adequate

way for runoff to be conveyed or discharged, resulting in flooded roadways and ponding along the shoulders. As a result, children are often forced to walk in the roadway, causing conflicts with vehicular traffic.

The project is in preliminary engineering, with conceptual designs completed and field verification and a Storm Drain Master Plan Study underway.



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Fresno Yosemite International Airport Runway Reconstruction Project

REQUEST SUMMARY

City of Fresno - Airports submitted a Congressionally Directed Spending request totaling \$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. 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 project's critical nature and 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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Fresno Yosemite International Airport East Terminal Expansion Project

REQUEST SUMMARY

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

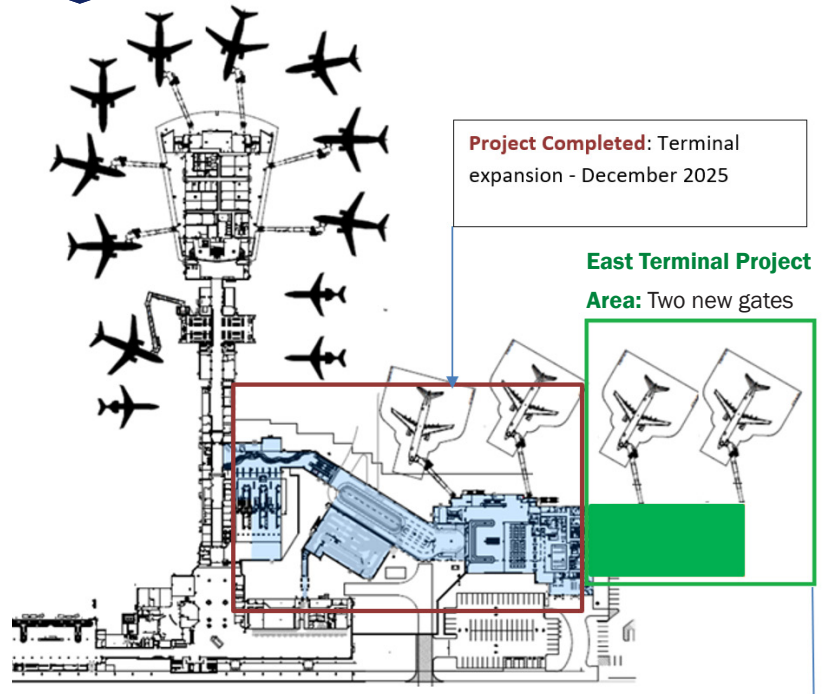
ABOUT THE PROJECT

City of Fresno - Airports requests assistance with funding the next phase of terminal expansion – East Terminal Expansion. The first expansion opened in Fall 2025. The airport realized improved efficiencies with the addition of a new Federal Inspection Service Facility and two additional aircraft parking gates to replace ground level processing for international flights. The current priority will deliver an increase in capacity with two additional aircraft parking gates capable of processing domestic and international flights.

BACKGROUND

The City of Fresno is currently undertaking a Terminal Expansion Project, the largest expansion in the Airport's history. The current project is needed in response to the rapid and sustained growth experienced throughout the Central Valley Region which is driving the need for increased air travel. This project continues the effort to meet current and future air travel demands at the airport. Fresno Yosemite International Airport (FAT) is a regional asset supporting the economic development and growth of the central valley region by providing for the commercial air service. In calendar year 2025, the airport served 2,752,392 passengers. This achievement represents a nearly 2.97% increase over 2024's total of 2,672,881 passengers and underscores FAT's continued growth and commitment to providing convenient air service access and connectivity for travelers throughout California's Central Valley.

With the increase in growth at the airport, 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 our 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 and positions the region to welcome new business. This project supports meeting the need for growth, with the Initial project funding supporting planning efforts, including environmental and design.

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State Route 99 Underpass Projects

City of Fowler

REQUEST SUMMARY

The City of Fowler submitted a Congressionally Directed Spending request totaling \$4 million for planning and outreach activities, preliminary designs, and environmental review on two State Route (SR) 99 underpass projects at Tuolumne and Merced Streets within the region.

ABOUT THE PROJECT

The city is seeking \$2 million per project to fund the planning and public outreach, preliminary design and environmental review for two SR 99 undercrossings, in coordination with Caltrans and the Union Pacific Railroad. The completed projects would allow east-west vehicular, pedestrian, and bicyclist traffic to move under SR 99, Golden State Boulevard and the railroad tracks, providing improved emergency response times, alleviating traffic concerns, and improving traveler safety. Furthermore, this project assists other Central Valley communities that pass through Fowler such as Kingsburg, Fresno, and Selma, to reach SR 99 and Golden State Boulevard, major north/south connections through the San Joaquin Valley and the rest of the State.

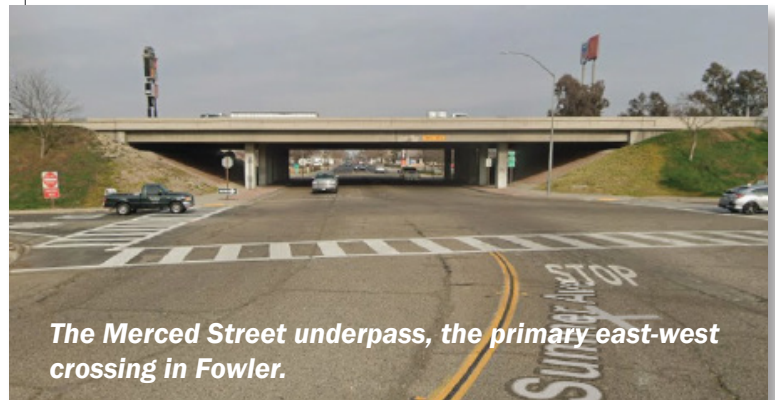
BACKGROUND

The existing Merced Street crossing over SR 99 is the primary east-west connection and entrance to Fowler. The intersection faces significant congestion, especially during peak travel hours in the morning and evening with little multi-modal access or safety measures. To address congestion concerns at this interchange, two roundabouts within Caltrans right-of-way have been proposed. A portion of these funds will be used to integrate additional infrastructure.

Golden State Boulevard and SR 99 have posed a safety concern for Fowler since their installation in 1948 and 1962, respectively. Although these facilities created connectivity issues upon their installation, these concerns have been exacerbated

as the City grew and more residential development occurred on the west side of Fowler.

Residents of the west side are separated from Fowler's retail and service uses including the historic downtown on Merced Street; health facilities including Valley Children's Healthcare and United Health Centers; Government services such as the library, post office, and City Hall; employment centers and Fowler Unified School District (FUSD) schools.



Fowler is also a major access point to SR 99, Golden State Boulevard, and the regional connections of those transportation facilities for other Central Valley communities, including Orange Cove, Dinuba, Reedley, and Parlier.

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Eastside Cities Regional Corridor Improvements Project

REQUEST SUMMARY

The City of Fowler submitted a Congressionally Directed Spending request totaling \$6 million, and a BUILD Grant Application totalling \$1,345,722 to fund planning, environmental review, and preliminary redesign of the Manning Avenue interchange on State Route (SR) 99.

ABOUT THE PROJECT

The Eastside Cities Regional Corridor improvements Project proposes to redesign interchange facilities at the Manning Avenue exit of SR 99 in Fowler. Built in 1965, this interchange is located at the southern end of the City, in an industrial area that has seen significant growth in recent years. Safety and road standards have changed significantly since that time and Caltrans supports a new design.

In addition, traffic studies conducted in 2017 and 2019 showed that the Manning Avenue interchange is insufficient. Current development patterns suggest that the intersection will continue to fail and cause regional disruption without improvement. SR 99 near the Manning Avenue interchange already accommodates between 61,000 and 67,100 vehicles per day, depending on direction of travel. Approximately 15-17% of vehicles on SR 99 near the Manning Avenue interchange are heavy commercial vehicles. It is anticipated that volumes in this area could reach 123,700 vehicles per day by 2040.

BACKGROUND

The interchange onto Manning Avenue facilitates traffic from State Route 99 and Golden State Boulevard to the cities of Fowler and the neighboring



cities of Parlier, Reedley, Selma, and Orange Cove, all of which are located to the east of Fowler and are primarily reached via Manning Avenue. Redesign and improvement is necessary for the interchange to successfully meet the service needs of the region, including industrial goods movement through the Central Valley.

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Education Trail to Reedley College Project

REQUEST SUMMARY

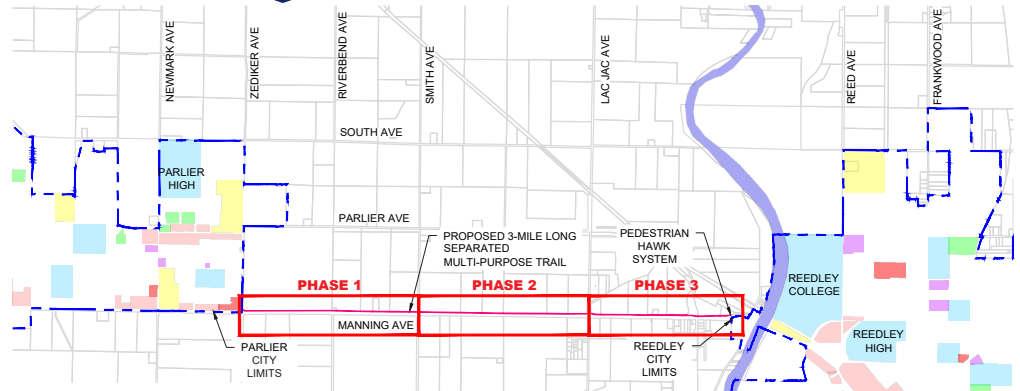
The City of Parlier submitted a Congressionally Directed Spending request totaling \$3.95 million to fund design and construction of the Education Trail to Reedley College Project - Phase One.

ABOUT THE PROJECT

The project creates a dedicated and separated commuter facility for slow-moving traffic on Manning Avenue, which will reduce congestion and improve the flow of goods and people between two growing economic hubs. Phase 1 will be three miles long, and will connect the cities of Parlier and Reedley. Reedley is the primary regional center for post-secondary technical education (Reedley College) and essential services (hospital, DMV, banking). Conversely, Parlier is home to major regional employers such as Maxco and Sunwest.

BACKGROUND

The Manning Avenue Regional Corridor Safety Enhancement Project will enhance the safety and efficiency of Manning Avenue, which is a regionally significant arterial corridor serving as the primary artery between the communities of Parlier, Reedley, Orange Cove, Raisin City, and San Joaquin. It connects these cities to State Route 99 and Interstate 5, both corridors of significant regional



and statewide importance. Over 32,000 vehicles from these communities travel the corridor daily, including big rig diesel trucks loaded with agricultural goods.

This new safe and convenient dedicated facility for slow moving commuter traffic addresses gaps in the transportation network and a primary transportation safety bottleneck, by separating commuter traffic from heavy commercial freight. This ensures the Manning Avenue corridor is a safe and efficient transportation asset for regional growth.

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Manning Avenue Pedestrian Crossing Safety Enhancement Project

REQUEST SUMMARY

The City of Parlier is submitted a Congressionally Directed Spending request totaling \$1 million for design and construction of the Manning Avenue Pedestrian Crossing Safety Enhancement Project, which will provide a demand-actuated traffic control system to eliminate unpredictable mid-block traffic conflicts and help ensure functional efficiency of this regionally significant freight and commuter corridor with documented collision fatalities.

ABOUT THE PROJECT

Manning Avenue is a regionally significant arterial roadway that carries more than 32,000 vehicles daily through the City of Parlier, including a significant volume of heavy agricultural trucking. This project is located on Manning Avenue at the center of City of Parlier, situated between a multifamily complex and a primary commercial/employment hub. The lack of an active traffic management system at this high-density location forces unpredictable “at-risk” crossings that disrupt traffic flow and place all road users at risk of fatal or severe injury collisions.

The proposed Active Traffic Management System (ATMS) will use a demand-activated signal that remains “dark” when not in use, ensuring that the 32,000+ daily vehicles and freight carriers face zero unnecessary delays when there is no cross



traffic.

By providing a signaled, predictable interval for road users to cross, the system removes the “stop-and-go” unpredictability currently caused by road users having to navigate multiple lanes of high-speed traffic. The proposed ATMS is a solution that balances roadway safety with efficient traffic flow to prevent future loss of life due to traffic collisions.

BACKGROUND

This project sits on an interregional corridor and maximizes existing arterial efficiency without requiring high-cost roadway widening. It aligns with federal goals of Proactive Safety Management and Intelligent Transportation Systems (ITS) by using technology to integrate local mobility needs with regional freight requirements.



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Fresno County - Heart of California

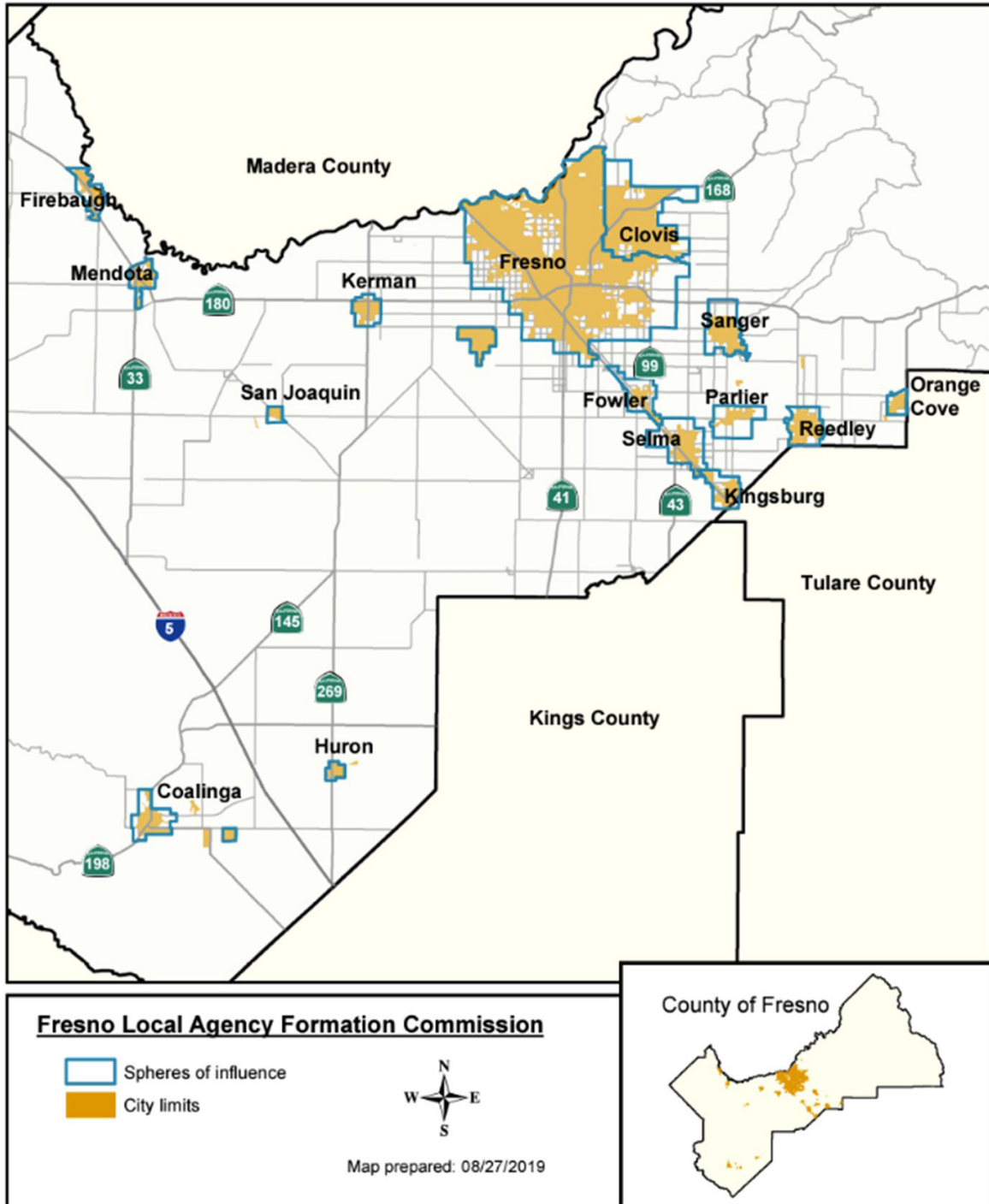
Fresno County is the most productive agricultural county in the nation. Although most of the county is rural and economically driven by agriculture, a significant population resides in urban cities, most of which are along the major transportation corridors. State Route 99, is a major goods movement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

Fresno County Fast Facts

- 15 incorporated cities in Fresno County
 - 7,077 publicly maintained road miles, 46 percent of which are rural
 - 24.7 million average daily vehicle miles traveled (VMT), approximately 2.8 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 41,273 in the next 30 years
- Contains the 5th largest city in California – City of Fresno with a population of 557,032
 - 1.88 million acres of the world's most productive farmland, with agricultural operations covering nearly half of the county's entire land
 - 128% population increase between 1974-2024 as compared to 86% for the state and 59% on a national level
 - \$9.029 billion in gross Fresno County crop production
 - Millions of tourists each year
 - Gateway to three national parks and one national monument
 - \$1.48 billion in tourism spending, which supports 17,000 tourism-related jobs. (Source: 2024 Economic Impact of Travel report, Dean Ryan Associates)
 - 8.2% unemployment rate as of December 2025



Cities in Fresno County



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