

Chapter 6

Financial Element

6.1 Introduction

As required by federal transportation legislation, the Financial Element of Fresno COG's 2011 Regional Transportation Plan (RTP) is intended to provide the cost and revenue assumptions necessary for decision makers to implement the RTP. These assumptions include revenue estimates for specific governmental funding programs, local contributions and tax initiatives. The intent of the financial assumptions is to provide a level of financial detail adequate for options to be exercised by state and local decision makers. The following is a brief summation of the components of the Financial Element:

1. Provides an estimation of the costs and a projection of the revenues available for transportation system improvements recommended in the Action Element of the RTP. In doing so, it contains financial assumptions and projections that set parameters for the Regional Transportation Improvement Program (RTIP).
2. The incorporation of a Financial Element in the RTP allows the RTP to be financially constrained as required by federal legislation. Federal statutes state that a financial plan must be included that demonstrates how the projects can be implemented while the existing transportation system is being maintained.
3. Serves as an inventory of existing and potential new transportation funding sources that can be used for transportation system improvements that are most appropriate for implementation in Fresno County. It also identifies potential funding shortfalls along with recommendations for the development of new sources of needed revenue.
4. Includes a financially constrained list of projects for which funding has been identified or is reasonably expected to be available within the RTP planning horizon. Also included is a list of projects (financially unconstrained) which are both necessary and desirable should funding become reasonably available.

The financial chapter of this RTP will cover the following areas: financial assumptions, unmet financial needs (urban & rural), existing major revenue sources, long-range financial projections, and potential new revenue sources.

6.2 Financial Assumptions

The following financial assumptions were used to develop revenue and cost projections:

- Projected State and federal highway revenues reflect the average amounts programmed by the state in the State Transportation Improvement Program (STIP).
- The funding shown is the estimated average annual amount from each of the various funding sources for the years 2011 through 2035.
- Local Transportation Fund monies are assumed to be constant throughout the life of the RTP.
- State Transit Assistance Fund monies are presently suspended pending litigation.
- The Regional Surface Transportation Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Transportation Enhancements (TE) program as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) programs will continue or be replaced by similar programs throughout the life of the RTP.

- Federal Transit funds are assumed to remain at their present levels throughout the life of the plan.
- Fresno County's local 1/2 cent sales tax, "Measure C", with revenues designated for transportation improvements was extended by the voters of Fresno County in 2006 and will expire in 2027.

6.3 Senate Bill 45

Senate Bill 45 (Kopp) became effective January 1, 1998 and provided major reform to the State of California's transportation programming process. The bill succeeds the 1989 "Transportation Blueprint" legislation and makes fundamental changes in the funding, programming, and planning of transportation improvements in California. The basic intent of the bill was to simplify the overall programming process and to better establish responsibility and accountability for project delivery. In essence, Senate Bill 45 (SB 45) transforms the State Transportation Improvement Program from a project delivery document to a resources management tool.

Under SB 45, Caltrans continues to be responsible for the operation, maintenance, and rehabilitation of the state highway system. Caltrans will be responsible for programming improvement projects funded through the Interregional Improvement Program; however, for projects funded with Regional Improvement Program funds, Caltrans can only promote and recommend highway improvement projects to the Regional Transportation Planning Agencies (RTPAs) for inclusion in their Regional Transportation Improvement Programs.

To an increased degree, Caltrans will now be accountable to the regions, and not just to itself, for designing projects on time and on budget. Caltrans and the regions will have to negotiate the cost and schedule for designing projects. Once an agreement is reached and the amount placed in the STIP, Caltrans will be required to meet those commitments. Some of the major changes created by the bill are as follows:

- Of the funds available for the STIP, 75% are committed to the Regional Improvement Program (RIP) and 25% are committed to the Interregional Improvement Program (IIP).
- The Regional Improvement Program funds are available to RTPAs for a broad range of transportation improvements, including not only state highways, but also grade separations, transportation system management projects, soundwalls, rail transit projects, local streets and roads projects, intermodal facilities, and bicycle and pedestrian facilities.
- The Interregional Improvement Program funds will be available for state highway, intercity rail, grade separation, and mass transit guideway improvements.
- The former "County Minimum" formula which provided at least seventy 70% of the STIP funds to the counties (as modified by the north/south split) is replaced with a "County Share" system which represents 75% of the STIP funds, again as modified by the north/south split.
- Certain project development, design, and construction engineering costs are added to the elements currently programmed in their STIP (right-of-way and construction capital). These projects are to be identified for each project for each year of the STIP.
- The California Transportation Commission (CTC) cannot allocate funds for right-of-way acquisition and construction until completion of environmental studies and selection of a preferred alternative.

6.4 Existing Major Revenue Sources

6.4.1 Federal Programs

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) provides flexible funding that may be used by states and

localities for projects on any federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and public bus terminals and facilities. SAFETEA-LU permits a portion of funds reserved for rural areas to be spent on rural minor collectors. SAFETEA-LU expands and clarifies STP eligibilities, such as environmental provisions (natural habitat mitigation, storm water retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modifications of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based Intelligent Transportation System (ITS) capital improvements, and privately owned intercity bus terminals and facilities. Eligible projects include but are not limited to:

- Highway projects
- Bridges (including construction, reconstruction, seismic retrofit and painting) on all public roads
- Transit capital improvements
- Carpool, bicycle and pedestrian facilities
- Safety improvements and hazard elimination
- Research and traffic management systems
- Planning
- Transportation enhancement activities and control measures
- Safety improvements and bridge replacement projects on local roads and rural minor collectors.

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality Improvement Program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Federal Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards/non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality problems with the non-attainment or maintenance area.

Projects or programs eligible for CMAQ funding are those which will contribute to attainment of National Ambient Air Quality Standards with a focus on ozone and carbon monoxide. Typical projects are:

- Public transit improvements
- High Occupancy Vehicle (HOV) lanes
- Employer-based transportation management plans and incentives
- Traffic flow improvement programs (signal coordination)
- Fringe parking facilities serving multiple occupancy vehicles
- Shared ride services
- Bicycle and pedestrian facilities
- Flexible work-hour programs

- “PM-10” projects, under certain conditions

National Highway System

The National Highway System is composed of 163,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations and includes connections to terminals designated in TEA-21 and continued in SAFETEA-LU. It includes the Interstate System, other urban and rural principle arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors. NHS funds are distributed based on a formula which includes each state's lane-miles of principle arterials (excluding Interstate), vehicle miles traveled on those arterials, diesel fuel used on the State's highways, and per capita principle arterial lane miles. SAFETEA-LU expands and clarifies eligibility of NHS funding for certain types of improvements, such as publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation.

Interstate System / Interstate Maintenance

The 46,000 mile Dwight D. Eisenhower national system of Interstate and Defense Highways retains a separate identity within the NHS. To ensure the continued maintenance and improvement of this system, the Interstate Maintenance (IM) Program established under ISTEA has been retained in SAFETEA-LU. These funds are distributed based on each state's lane miles of Interstate routes open to traffic, vehicle miles traveled on those Interstate routes, and contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles. Beginning with TEA-21, reconstruction is an eligible activity for IM funds.

Highway Bridge Program

The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventative maintenance. Local agency bridges, regardless of functional classification, are eligible for the HBP. Bridge replacement and rehabilitation projects are nominated by the local agencies and selected from the Division of Structures Eligible Bridge List. States may carry out projects for the installation of scour counter measures or systematic preventative maintenance irrespective of standing on the list.

Transportation Enhancements (TE) Program

The TE Program is a competitive grant program to fund environmental and alternative transportation projects which enhance the transportation system. Public agencies submit TE project applications to the COG for scoring and regional prioritization based on a bid target determined by the California Transportation Commission. Of the overall TE funding made available to the State of California, 75% goes to the regions, to be administered through the State Transportation Improvement Program; the remaining 25% of the enhancement funds go to the State for programming. Projects must have a direct relationship to the intermodal transportation system by function, proximity, or impact. Also, projects must be over and above required project environmental mitigation and fall within the established categories for project eligibility. Eligible projects include:

- Facilities for pedestrians and bicycles
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities

- Preservation of abandoned railway corridors (including conversion and use as pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Mitigation of water pollution caused by highway runoff

Federal Lands Highways Program

The Federal Lands Highways Program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations. Federal Lands Highways (FLH) Program authorizes funds for Indian Reservation Roads (IRR), Park Roads and Parkways, Refuge Roads, and Public Lands Highways. Eligible projects may also include:

- Transportation planning for tourism and recreational travel that benefits public lands
- Recreational development
- Adjacent vehicular parking areas
- Interpretive signing
- Acquisition of scenic easements and scenic or historic sites
- Provision for pedestrians and bicycles
- Construction and reconstruction of roadside rest areas including sanitary and water facilities and other appropriate public road facilities such as visitor centers

New eligible uses of Public Lands include funds for maintenance of Forest Highways, signage identifying public hunting and fishing access, and funds for facilitating of the passage of aquatic species beneath roads in the National Forest System.

Railway-Highway Crossing Program

This program aims to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. Eligible projects include any at-grade crossing between a road and a railroad track recommended for improvement by the California Public Utilities Commission (PUC) and where a 10% match funding source is identified. The selection process begins with an investigation of any project identified by Caltrans, a local agency, or a railroad. The investigation usually consists of a field review, discussion between all parties, a jointly developed and recommended improvement, and a preliminary schedule of funding. The final selection is determined when the local agency provides the 10% matching funds to a project or the PUC list of recommended highway/rail grade crossing projects.

Highway Safety Improvement Program

SAFETEA-LU authorized a new core Federal-aid funding program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. To receive HSIP funds, the State must have in effect a State Strategic Highway Safety Plan that identifies and analyzes highway safety problems and opportunities. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. The Federal share is 90 percent, subject to the sliding scale adjustment, except that the Federal share is 100% for certain safety improvements.

Emergency Relief Program

Emergency Relief (ER) funds are intended to aid states and local highway agencies in paying unusually heavy expenses of repairing serious damage to federal-aid highways resulting from natural disasters or catastrophic failure. Only work that exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level-of-service is eligible.

Federal Airport Improvement Program

Administered by the Federal Aviation Administration, Airport Improvement Program (AIP) funds are available through an entitlement program and discretionary fund for commercial airline airports, and through discretionary funds for “reliever” airports and general aviation airports. The program allocates funds annually based on passenger enplanements. The monies may be banked for a maximum of three years. Subsequently, they are included in a discretionary fund and allocated based on a nationwide priority list.

Air National Guard

Fresno Yosemite International Airport (FYI) is also home for the California Air National Guard. The basing of the Guard in Fresno provides the airport with an additional funding source for maintenance and improvements. The Guard has assisted with some of the costs associated with recently completed construction projects. It is anticipated that the Guard will continue its participation in future airfield improvement projects at FYI.

Federal Transit Administration Section 5307

This program provides financial operating and capital purchase assistance to operators of urban public transportation services. Funds are apportioned to urbanized areas with populations over 50,000 based on a formula using population and population density.

Federal Transit Administration Section 5311

This program provides formula-based funding through the State to urban areas with a population under 50,000. The funds are for capital and/or operating assistance. Capital assistance is provided for up to 88.53% of the net project cost. Operational assistance has a 50% federal participation ceiling.

Federal Transit Administration Section 5310

This program provides funding to private non-profit corporations for capital expenses to support the provision of transportation services to meet the needs of elderly and disabled persons. Capital assistance is provided for up to 88.53% of the net project cost.

Jobs Access Reverse Commute (JARC) – Section 5316

The purpose of the Jobs Access Reverse Commute (JARC) grant program is to assist states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

New Freedom – Section 5317

The purpose of the New Freedom grant program is to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds are available to support the capital and operating costs of new public transportation service targeted toward people with disabilities or public transportation alternatives that go beyond those required by the ADA.

Federal High Priority (Demonstration) Projects

The High Priority Projects Program provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress and identified in SAFETEA-LU. The designated funding can only be used for the project as described in the law.

Safe Routes to School Program

A new core funding program under SAFETEA-LU to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of project that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The program is State administered. Projects are 100% federally funded.

6.4.2 State Programs

Regional Choice Program

Generally speaking, these funds represent approximately 75% of the funds available in the State Highway Account. The funds are programmed by the RTPAs in their Regional Transportation Improvement Programs for inclusion in the State Transportation Improvement Program. Pursuant to SB 45, allocations of Regional Choice funds are known as 'County Shares' and replace the previous "County Minimums." Eligible projects include:

- Local roads
- Public transit
- Intercity transit
- Pedestrian and bikeway facilities
- State highway improvements
- Grade separations
- Intermodal facilities
- Safety projects
- Transportation System Management projects

Interregional Improvement Program

IIP funds represent 25% of available State Highway Account funding. The funds are programmed by Caltrans on a Statewide priority basis, for use primarily on the State highway system (outside urbanized areas). Regional agencies may also nominate projects that generate economic development (may be inside metropolitan areas). Regional agencies may nominate projects if they can show better cost-effective use of funds. Eligible projects include:

- Interregional roads (outside of metropolitan areas)
- Interstate 5
- State Highways 41, 99, 168, and 180 east
- Intercity rail

- “Flex” projects which promote economic development

State Highway Operation and Protection Program

The purpose of the State Highway Operation and Protection Program (SHOPP) program is to maintain the operational integrity and safety of the State highway system. It includes State highway safety and rehabilitation projects, seismic retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement, and the Minor Program - generally those types of projects that Caltrans as the owner-operator of the system must do to maintain the integrity of the system. Unlike STIP projects, SHOPP projects may not increase roadway capacity.

Eligible projects include State highway safety and rehabilitation projects, seismic retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement, and Minor Programs.

Local Transportation Funds

Local Transportation Funds (LTF) are derived from the 1/4 cent of the statewide sales tax. LTF revenue is returned to local governments for transportation purposes with public transportation the primary focus. This money comes back to local governments for funding of bicycle and pedestrian facilities, public transportation, or streets and roads. The LTF is distributed to each city and unincorporated area based on population.

In the San Joaquin Valley, LTF funds may be used for both transit and streets and roads purposes as long as all reasonable transit needs are addressed. The City of Fresno currently uses all of its LTF funds for public transit, although Fresno County and the remaining cities in the county use some LTF funds for roads. LTF is one of the principle sources of public subsidies for Fresno Area Express.

State Transit Assistance Fund

The State Transit Assistance fund (STA) is derived from a portion of the Motor Vehicle Fuel Tax. The STA supports public transportation services, and is apportioned through the Regional Transportation Planning Agencies to their member agencies on a population basis, although some funds are apportioned directly to transit operators based on their farebox revenues.

STA funds may be used for mass transit (capital or operating expenses) or transportation planning. Passage of Proposition 116 disallows use of STA funds for streets and roads. STA funds are presently suspended pending litigation.

Motor Vehicle Fuel Tax

Approximately 51% of these revenues are retained by the State, with the remainder split between the counties and the cities. Funds are generated by the nine cents per gallon gasoline and diesel tax. The State uses these revenues for construction, operation, and maintenance of state highways. Cities and counties use the funds for roadway construction, operation, and maintenance.

Bicycle Transportation Account

The Bicycle Transportation Account (BTA) provides State funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible, a local agency must have an adopted Bicycle Transportation Plan. Eligible projects include but are not limited to: new bikeways serving major transportation corridors; new bikeways removing travel barriers to bicycle commuters; bicycle-carrying facilities on public transportation vehicles; installation of traffic control devices to improve safety and efficiency; improvement and maintenance of bikeways; and, planning.

Environmental Enhancement and Mitigation Program

Administered through the State Department of Resources, the Environmental Enhancement and Mitigation (EEM)

Program provides grants to State, local, and federal agencies, as well as non-profit organizations, to mitigate the environmental impact of modified or new public transportation facilities. To be eligible for consideration, each environmental enhancement and mitigation project must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new facility.

AB 2766 Funds (Motor Vehicle Registration)

Assembly Bill 2766 (AB 2766) authorized air pollution control districts and air quality management districts to impose a \$2 to \$4 motor vehicle registration fee to provide funds to meet new responsibilities mandated under the California Clean Air Act. The San Joaquin Valley Air Pollution Control District (SJVAPCD) set the fee at \$4 per registered motor vehicle for all eight counties in the District.

The California Health and Safety Code states that the fees shall be used to support district operated planning, monitoring, enforcement and technical studies necessary to implement the California Clean Air Act. Two additional uses allowed are: 1) to support programs that reduce air pollution from motor vehicles; and 2) to support implementation of the transportation control measures of the District's Air Quality Attainment Plan by a council of governments, regional agency, or local agency.

Abandoned Vehicle Abatement Program

Beginning July 1, 2004, the Council of Fresno County Governments began to serve as the Abandoned Vehicle Abatement Authority for Fresno County. This program allows for collection of an additional \$1 in motor vehicle registration fees, with the fee being used to establish an Abandoned Vehicle Abatement Program and Service Authority for Fresno County. The monies raised are to be used to remove abandoned vehicles from both private property and public rights-of way in Fresno County.

California Aid to Airports Program Acquisition and Development Program

This is a discretionary grant program for projects which the California Transportation Commission selects from the Capital Improvements Plan (CIP). A minimum grant of \$10,000 per project is required with a maximum annual expenditure of \$500,000 on any airport. A matching requirement of at least 10% is stipulated for the non-federally funded portion.

Acquisition and Development funds are also available for the development of Airport Land Use Compatibility Plans (ALUCP). These funds are available on a limited basis and may involve a waiting period. The Aviation Funding Specialist within the Division of Aeronautics can provide additional details on this and other programs.

California Aid to Airports Program Annual Grant Program

These funds may be expended for capital improvements, operations, and maintenance. A grant of \$10,000 per year is available for each publicly owned general aviation airport. California Aid to Airports Program (CAAP) allows an accumulation of annual grants up to five years for a total of \$50,000. These funds are maintained by the State Department of Transportation, but must be expended in the year in which project funds are requested. There are no matching requirements.

California Aid to Airports Program Airport Loan Program

Loans are available to public entities for projects that enhance an airport's ability to provide general aviation services (hangars, GA terminals, utilities, GA fueling facilities, Acquisition and Development eligible projects, etc.). The loans are repayable over a seventeen year period based upon the most recent rate for State general obligation bonds. Funding varies with the available balance in the Local Airport Loan Account. No local match is required. The maximum loan amount for land acquisition and construction will be determined on an individual project basis.

Minor Program

Each fiscal year, Caltrans districts are given the authority to allocate limited funds to projects that meet the criteria for

the Minor Program. The amount of dollars which are available are set by the CTC and change from year to year. The program is intended to allow the Caltrans districts the ability to resolve “minor” project issues without the formality of developing Project Study Reports and formally programming the project. The Caltrans Department Director approves the program and authorizes the project development process. There are two categories of minor projects. The *Minor A* category applies to projects with an engineer’s estimate of \$750,000 at the time of construction and the *Minor B* category for which the limit is set by the Caltrans director. Examples of projects which may be funded through the Minor Program include bridge rail upgrades, minor curve corrections, and signal light installations and upgrades.

Gas Tax Apportionments

These revenues are direct apportionments from the State of California to the cities and county. The apportionments are allocated through specific sections of the Streets and Highways Code. Specific examples include Sections 2105 and 2106 that provide designated funding for any street and road purpose. Section 2104 is restricted for county roads, Section 2107 for street purposes, and Section 2107.5 for city administration and engineering.

6.4.3 Local Programs

Fresno County Local Sales Tax--(Measure “C” Funds)

In 2006 voters of Fresno County approved a 20 year extension of a 1/2 percent local sales tax (Measure “C”) for transportation purposes. The twenty-year tax is projected to generate approximately \$1.7 billion in funding to be expended through the Fresno County Transportation Authority (FCTA). As the designated Regional Transportation Planning Agency for Fresno County, the Council of Fresno County Governments is legislatively responsible for preparing an expenditure plan for use of the highway revenues.

Of the approximately \$1.7 billion total to be collected over 20 years at least 34.6% of the tax will be allocated to local agencies for a wide variety of transportation programs and projects on their respective local transportation networks. The FCTA’s oversight of this money involves identifying the amount of funding to be made available to the local agencies, managing the claims process, and annually auditing to insure that the funds were used for eligible transportation purposes. The balance of the revenue is allocated in the following manner: Regional Public Transit Program-24%; Regional Transportation Program-30.4%; Alternative Transportation Program-6%; Environmental Enhancement Program-3.5% and Administration/Planning Program-1.5%.

Monies Made Available by City Sources

There are a number of transportation funding sources which have their origins in city sources. These include general fund monies used for street purposes, revenues derived from use of gas tax monies, proceeds from bond sales for street purposes, street assessment levies and traffic safety fund monies used for street purposes.

Fresno-Yosemite International Passenger Facility Charge

Fresno-Yosemite International Airport currently charges a Passenger Facility Charge for every patron who uses the airport. The collection of these funds is authorized by the Federal Airports Administration and they are used to fund capital improvements at FYI.

6.5 Projected Revenues for the 2011 RTP

As required by federal transportation legislation, RTPs must be financially constrained. In order to be financially constrained a financial plan is required that demonstrates how new transportation projects can be constructed while the existing transportation system is being maintained and operated. Federal requirements state that there must be a “reasonable” relationship between existing and projected revenues, and the transportation projects that are to maintain, operate and improve the regional transportation network. The basic purpose of the Financial Element is to provide short and long-range assumptions of project costs and revenues available over the life of the plan.

The STIP contains programming from Fresno COG's Regional Transportation Improvement Program (RTIP) and Caltrans' Interregional Improvement Program (ITIP). The 2011 RTP is consistent with the adopted 2010 Fund Estimate for the period 2010/11-2014/15, and uses reasonable assumptions to project these revenues over the life of the Plan.

6.5.1 Financial Revenue Projection Methodology

COG has assembled a comprehensive inventory of the current existing transportation revenue programs currently in use by all governmental entities (Federal, State and Local) and projected these revenues based on historical averages over the life of the plan. This is illustrated in Exhibit 6-1.

Exhibit 6-2 provides a breakdown of all "direct" monies made available to COG member agencies for transportation purposes. These funds flow directly to COG member agencies and are not subject to regional programming. The financial revenue projections developed for each revenue source are documented and based upon the best available data from existing sources (i.e. FHWA, Caltrans, COG historical data, member agency Capital Improvement Programs, Measure "C" Expenditure Plan, etc.). All funding projections are based upon renewal of current existing transportation revenue streams over the duration of the plan.

Exhibit 6-3 is a flow chart that identifies the funding process for each of the transportation funding programs. *Fresno COG uses a 2 percent inflation rate to calculate the long range revenue growth:*

**Exhibit 6-1
Transportation Funding Categories**

Federal Programs					
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Air National Guard	Air national guard contributes \$50,000 annually for general maintenance to FYI	Fresno Yosemite International Airport (FYI) maintenance & improvements	\$102,000	\$1,116,872	\$3,103,030
Bridge Replacement/Rehabilitation (HBRR)	Competitive based on need and merit	Highway bridge rehabilitation & replacement	\$5,000,000	\$54,748,605	\$152,109,312
Congestion Mitigation & Air Quality (CMAQ)	Competitive bid and fair share distribution	Transportation projects that reduce emissions and improve air quality	\$11,361,456	\$124,404,773	\$345,636,652
Emergency Relief (ER)	Competitive based on need and merit	Repair damaged federal highways in federal disaster areas	\$40,000	\$437,989	\$1,216,874
Federal Airport Improvement Program	Entitlements are based on passengers and air cargo pounds	Improvements at commercial, "reliever", and general aviation airports	\$3,510,600	\$38,440,091	\$106,798,990
Federal Lands Program	Discretionary program	Highway improvements/construction projects for access to public lands	\$800,000	\$8,759,777	\$24,337,490
Federal Transit Administration Section 5307	FTA gives urban area funds based on formula	Purchase of transit capital items	\$12,372,000	\$135,469,948	\$376,379,283
Federal Transit Administration Section 5309	Projects identified through TEA-21 earmarks	Purchase of rail cars, buses, new rail systems & various equipment	Varies	Varies	Varies

Federal Transit Administration Section 5310	Competitive bid process	Purchase of transit capital items for needs of elderly & disabled persons	\$985,525	\$10,791,224	\$29,981,506
Federal Transit Administration Section 5311	FTA allocated rural area funds for transit	Purchase of transit capital items and/or operating assistance	\$1,007,000	\$11,026,369	\$30,634,816
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Hazard Elimination and Safety Program (HES)	Competitive based on need and merit	Highway & roadway safety improvements	\$2,261,000	\$24,757,319	\$68,783,831
Highway/Railroad Grade Crossing Safety Improvement Program	Competitive based on need and merit	Improve at-grade crossings between roads and railroad tracks	\$1,440,000	\$15,767,598	\$43,807,482
Interstate Maintenance (IM) Program	Based on formula for each state	Interstate system maintenance projects	Included in Regional Choice Funds	Included in Regional Choice Funds	Included in Regional Choice Funds
\$590 National Highway System (NHS) Program	Based on formula for each state	SHOPP and STIP projects	Included in Regional Choice/SHOPP Funds	Included in Regional Choice Funds	Included in Regional Choice/SHOPP Funds
Pedestrian Safety Program	Competitive based on need and merit	Pedestrian safety projects	\$189,600	\$2,076,067	\$60,843,725
Recreational Trails	Competitive based on need and merit	Bicycle, equestrian, and pedestrian recreation trails	\$46,250	\$506,425	\$1,407,011
Regional Surface Transportation Program (RSTP)	Competitive bid and fair share distribution	Fed highway, bus terminals, transit, public road bridge	\$9,297,556	\$101,805,644	\$282,848,970
Safe Routes to School Program (federal & state)	Competitive based on need and merit	Bicycle and pedestrian safety & traffic calming projects	\$586,000	\$6,416,537	\$17,827,211
TEA-21 High Priority (Demonstration) Projects	Discretionary program	High priority projects identified by Congress	Varies	Varies	Varies
Transportation Enhancements (TE)	100% competitive	Aesthetic & environmental improvement projects	\$1,562,465	\$17,108,556	\$47,533,095
FTA Sec. 5316	Formula	Transit-JARC	\$381,000	\$4,171,844	\$11,590,730
FTA Sec. 5317	Formula	Transit-New Freedom	\$86,000	\$941,676	\$2,616,280
Federal Total					\$1,706,380,014

***It can be reasonably expected that a Very Small Starts Grant will be awarded to the Fresno County Region. The estimated revenue available would be \$38.08 million.**

State Programs					
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
AB 2766 Funds (Motor Vehicle Registration)	Competitive program	Air pollution reduction projects	\$3,360,000	\$36,791,063	\$102,217,458

Bicycle Transportation Account	Competitive based on need and merit	Bicycle safety projects	\$235,000	\$2,573,184	\$7,149,138
California Aid to Airports Program-Acquisition and Development	Competitive program	Capital improvements and maintenance of public airports	Varies	Varies	Varies
			Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Program	Allocation Process	Eligible Projects			
California Aid to Airports Program-Airport Loan Program	Selected by Caltrans based on nominations	Airport-related construction projects, land acquisition, and engineering costs	This program has not been utilized by Fresno County	This program has not been utilized by Fresno County	This program has not been utilized by Fresno County
California Aid to Airports Program-Annual Grant Program	Entitlement program subject to eligibility	Airport capital improvements and operations/maintenance projects	\$40,000	\$437,989	\$1,216,874
Environmental Enhancement and Mitigation (EEM)	Selected by Caltrans based on need and merit	Environmental enhancement and mitigation projects	\$250,000	\$2,737,430	\$7,605,466
Interregional Improvement Program	Selected by Caltrans based on project nominations	Rural state highway projects & urban projects that generate economic development	\$10,000,000	\$109,497,210	\$304,218,625
Local Transportation Funds (LTF)	Population Formula	Public transportation projects for urban/rural areas based on population	\$28,000,000	\$306,592,188	\$851,812,149
Minors Program	Selected by Caltrans based on project nominations	Projects that preserve the safety and the reliability of the State Highway System	\$566,666	\$6,204,835	\$17,239,035
Petrol Violation Escrow Account (PVEA)	California Legislature decides based on merit	Projects that save energy	N/A	N/A	N/A
Regional Choice Funds	Competitive basis based on need and merit	Regional capital improvement projects	\$24,000,000	\$262,793,304	\$730,124,699
SB 1266 –Prop 1B RTIP Augmentation	Regional Decision on Type of Project	Regional capital improvement projects	One time Only Funding	NA	\$25,000,000
SB 1266-Prop 1B Transit Modernization	Formula Allocation to Transit Agencies	Transit Rehabilitation, Safety, Modernization, Capital Projects	One time Only Funding	NA	\$49,999,989
SB 1266 Prop 1B Local Streets & Roads	Formula Allocation to Cities & County	Street & Road Capital Projects	One time Only Funding	NA	\$54,538,662
SB 1266-Prop 1B SR 99 Bond Funding	Funding for Projects Identified in SR 99 Business. Plan	Capital Improvements on SR 99	One time Only Funding	NA	\$54,538,662
State Emergency Repair Program	CTC decides allocations by vote	State Highway projects	\$10,000	\$100,000	\$240,000
State Highway Operation and Protection Program (SHOPP)	Selected by Caltrans based on need & merit	State Highway System safety & preservation	One time Only Funding	NA	\$93,000,000
State Transit Assistance (STA)	Population formula and fare box revenues: SUSPENDED	Mass transit or transportation planning	\$0	\$0	\$0

	PENDING LITIGATION				
State Total					\$2,291,671,466

Local Programs					
Program	Allocation Process	Eligible Projects	Annual Funding Estimate	10 yr. Funding Estimate	Life of the RTP (24 Years)
Chandler Airport User Fees	Fresno City Council Approves	Operations, maintenance and improvements at Chandler Airport	\$357,800	\$3,917,810	\$10,884,942
Fresno County Local Sales Tax (Measure C) Local Share (67.9% of Total Meas. C Dollars)	Population and road miles formula	Highways, streets, rail, bus routes, park-and-ride lots, bicycle facilities, and railroad crossings	\$39,032,160	\$427,391,262	\$1,187,431,004
Fresno County Local Sales Tax (Measure C) Regional Share (30.6% of Total Meas. C Dollars)	Based on Measure C Expenditure Plan prepared by Fresno COG	Regional highways	\$15,967,840	\$174,843,393	\$485,771,432
Fresno-Yosemite International Passenger Facility Charge	FAA approves	Funds authorized improvements at FYI	\$2,271,000	\$14,234,637	\$39,548,421
Regional Facilities Development Impact Fees	Fees Collected go to 2006 Measure C Projects	2006 Measure C Projects (Tier 1 & 2)	\$4,250,000	\$46,536,314	\$129,292,916
Local Total					\$1,882,468,344

Exhibit 6-2
Transportation Funding Provided Directly to Local Agencies
Not Available for Regional Programming

Agency	Total Gas Tax Apportionment	Other receipts from State	General Fund Monies Used for Street Purposes & Bond	Section 99234 & 99400(a) P.U. Code	Other Street Fund	Total Monies Made Available
Clovis	1,580,556	1,677,664	2,252,529	964,955	3,938,078	\$ 10,413,782
Coalinga	316,622	400,000	-	618,496	491,906	\$ 1,827,024
Firebaugh	121,267	400,998	-	167,047	220,037	\$ 909,349
Fowler	96,990	400,000	-	-	22,898	\$ 519,888
Fresno	8,183,246	8,344,917	23,240,922	405,442	21,949,439	\$ 62,123,966
Huron	134,011	400,000	-	160,065	238,668	\$ 932,744
Kerman	238,788	400,484	-	423,308	418,127	\$ 1,480,707
Kingsburg	198,618	404,902	-	317,324	311,163	\$ 1,232,007
Mendota	167,226	400,000	-	275,851	728,592	\$ 1,571,669
Orange Cove	187,013	400,000	-	274,893	285,927	\$ 1,147,833
Parlier	230,060	400,000	-	491,805	393,873	\$ 1,515,738
Reedley	434,352	400,644	314,129	962,346	1,381,647	\$ 3,493,118
San Joaquin	71,727	400,000	-	94,299	174,994	\$ 741,020
Sanger	433,602	413,232	239,173	830,879	2,176,863	\$ 4,093,749
Selma	403,442	-	496,122	458,217	580,687	\$ 1,938,468
Fresno County	44,380,037	-	-	8,224,120	1,204,370,427	\$ 1,256,974,584
Total	\$ 57,177,557	\$ 14,842,841	\$ 26,542,875	\$ 14,669,047	\$ 1,237,683,326	\$ 1,350,915,646

California State Controllers Office Streets and Roads Report: Most current information reflects Fiscal Year 2007-08

Other State Funds:

- Traffic Fines
- Road Taxes
- PUC 99234
- General Purpose
- General Fund
- Other

Fresno County Measure "C"

1/2 Cent Local Sales Tax

Other Federal Funds:

- Exise Tax
- Other

ACRONYMS:

- BLA Bicycle Lane Account
- CMAQ Congestion Mitigation and Air Quality program
- COG Council of Governments
- FAX Fresno Area Express
- FCRTA Fresno County Rural Transit Agency
- FCTA Fresno County Transportation Authority
- FBTA Federal Transit Administration
- HBRR Highway and Bridge Rehabilitation and Repair
- HES Hazard Elimination and Safety program
- LTF Local Transportation Fund
- RSTP Regional Surface Transportation Program
- SHOPP State Highway Operations and Protection Program
- STA State Transit Assistance
- STIP State Transportation Improvement Program
- TDA Transportation Development Act
- TEA Transportation Enhancements Activities program
- TEA-21 Transportation Equity Act for the 21st Century

Flowchart Details:

- Other State Funds** flow to **Sacramento**.
- Fresno County Measure "C"** flows to **COG** (75% Reg. Choice) and **Caltrans** (25% Interregional Program).
- COG** flows to **Fresno County** and **Cities** (Local Needs).
- Caltrans** flows to **Fresno County** and **Cities** (Direct Subventions).
- Other Federal Funds** flow to **Washington, D.C.**.
- Washington, D.C.** flows to **Sacramento** (TEA-21, FTA Sec. 5311, FTA Sec. 5310) and **COG** (FTA Sec. 5307).
- Sacramento** flows to **COG** (TEA-21, FTA Sec. 5311, FTA Sec. 5310) and **Caltrans** (TEA-21).
- COG** flows to **Fresno County** and **Cities** (RSTP, CMAQ, Regional TEA, Lifeline, Reg. Bid).
- Caltrans** flows to **Fresno County** and **Cities** (Local HES).
- FCTA** flows to **Fresno County** and **Cities** (Urban Highways, Rural Highways).
- Caltrans** flows to **Fresno County** and **Cities** (SHOPP, BLA, State HES, State TFA, Sec. 130 Rail/Grade Protection).
- COG** flows to **Fresno County** and **Cities** (STA, LTF, TDA).
- Fresno County** and **Cities** flow to **Other Local Agencies**.

NOTE: It is important to note that many of the funding programs are multi-year in nature and may vary in the future due to changes in the national, state, or local economy. In addition, several of the programs are dependent upon a general level of regional success in federal and state bid competition, and some programs are based on anticipated federal grants being awarded.

In November 2006, Fresno County voters reauthorized Measure “C”, (½ cent sales tax dedicated to transportation purposes) for another twenty years. It is anticipated that approximately \$1.7 billion in transportation revenues will be generated over the life of the Measure.

When making long-range transportation revenue projections for an RTP time frame there are a number of factors that need to be recognized. Foremost among these factors is that federal/state funding has a long history of not materializing as originally envisioned (promised) due to:

- Ever-changing political/economic/social conditions and resultant public policies that impact transportation funding.
- Gasoline-based fuel-efficient technologies that reduce gas tax revenue streams.
- Less than 100% federal allocation of transportation dollars.
- Escalation of project/administrative costs beyond original expectations.
- Increased costs based on additional Federal/State regulations and environmental mitigation requirements.
- Unforeseen natural disasters (i.e. earthquakes) and the subsequent requirements (i.e. seismic retrofit) that take dollars away from programmed projects.
- Programming projects based on transportation financing estimates that assume voter passage of bond measures. When the bond measures fail those expected dollars are lost and “shortfall” impacts are felt.

These factors may create a situation where our RTP revenue projections are overstated. However, due to the fact that federal transportation legislation requires that planning agencies develop financially constrained RTPs, the revenue projections represent COG staff’s best efforts at meeting those requirements.

Exhibit 6-4 provides a listing of all of the federal, state and local transportation funding programs and their projected revenues on three different levels, an average annual projection, a short-term projection (10 years) and a long term projection (24 years) covering the life of the plan. In total, those revenues are anticipated to be approximately \$5.8 billion and are identified in a summary manner in Exhibit 6-4.

Exhibit 6-4
Total RTP Revenues (2011 thru 2035)

	Life of RTP (24 Year)
Federal	\$1,706,380,014
State	\$2,291,671,466
Local	\$1,882,468,344
Total Revenue (All Sources)	\$5,880,519,824

However, it is critical to note that each revenue stream has its own particular eligibility requirements, some are competitive bid pot programs and some are limited to specific modal uses (i.e. Federal Transit Administration funds can only be used for transit projects and not on street and highway projects or other modes). In addition, some programs (i.e. Congestion Mitigation & Air Quality) can be used on any of the modes, provided the project provides a congestion mitigation or air quality benefit. However, because a portion of CMAQ funding is distributed through a cyclical regional competitive bid pot process, there is no way to project what percentage of the CMAQ funds will be used for streets and highways, transit or any of the other eligible modes over the life of the plan. With this in mind a total funding assumption is provided with no attempt to break it down further into modal eligibility categories. Going further, it would be very misleading to assume that “all” revenues as projected will be available given the uncertainty

inherent in projecting federal/state/local revenues over the life of the plan. Nonetheless, COG feels comfortable that the revenues projected are based on the best available data and planning assumptions.

6.6 Financially Constrained Project Lists

Exhibit 6-5 contains all of the financially constrained projects that are currently programmed within Fresno COG's current Federal Transportation Improvement Program between the years 2010/11 thru 2013/14. Costs are current total project costs including a rate of growth of 3.5% as required to be submitted to Fresno COG at the time of application. Projects identified include those from the current and future Measure C programs, Regional Choice program, RSTP, CMAQ, TE, SHOPP and various assorted federal, state, and local programs. All candidate projects are consistent with those identified in the Caltrans Interregional Improvement Program (IIP) and the Regional Transportation Improvement Program (RTIP). In addition, all candidate projects are consistent with the regional goals, policies, and objectives identified in Chapter 3.

Exhibit 6-6 is a complete listing of the candidate list of regional transportation projects that have been modeled for air quality conformity and are financially constrained based on anticipated available revenues over the life of the RTP. Exhibits 6-7 through 6-9 show the distribution of the capacity increasing projects over the course of the RTP.

Exhibit 6-10 is the multi-modal list of projects that have been identified for funding through the reauthorization of Measure "C". All projects on this \$1.7 billion list are to be funded by future Measure "C" revenue. In total, all of the identified projects add up to approximately \$4.6 billion. Additional information on the implementation of Measure C projects and programs is available in the Measure C Expenditure Plan.

Appendix D is the Unconstrained Project List, which incorporates the region's unbudgeted "vision." These projects represent alternatives that could be moved to the constrained program if proper funding can be identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing the Fresno region. Unconstrained projects are not included in the air quality conformity analysis.

Exhibit 6-5 Financially Constrained Federal Transportation Improvements Program Projects (2010/11 through 2013/14) Streets and Highways					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL COST
ARC Fresno	FRE095328	Bus Purchase			\$114,000
Caltrans	FRE021106	Near Centerville, from Temperance Avenue to Academy Avenue (Quality). Construct 4 lane expressway on new alignment.	180	From:Temperance To:Quality	\$71,814,000
Caltrans	FRE021107	Near Centerville, from Academy Avenue (Quality Ave.) to Trimmer Springs Road. Construct 4 lane expressway on new alignment.(Measure C Project C in the Rural Regional Program)	180	From:Quality To:Trimmer Springs	\$43,620,000
Caltrans	FRE021108	Near Centerville and Minkler, on Route 180 from Trimmer Springs Road to east of Frankwood Avenue. Construct 4 lane expressway on new alignment.(Measure C Project D in the Rural Regional Program)	180	From:Trimmer Springs To:Frankwood	\$71,710,000

Caltrans	FRE021109	In the city of Fresno from Clovis Avenue to Locan Avenue. Highway planting and irrigation on new freeway alignment.	180	From:Clovis Ave To:Locan	\$6,945,000
Caltrans	FRE021201	Near the city of Fresno, from the Kings County Line to Elkhorn Avenue. Widen from 2 lane to 4 lane expressway.	41	From:Kings County Line To:Elkhorne	\$12,680,000
Caltrans	FRE041202	In the city of Fresno, on Route 41 at and near Friant Road. Tree planting.	41	From:N/A To:N/A	\$1,745,000
Caltrans	FRE041203	Near Selma and Kingsburg, from the Junction Routes 99 and 201 to north of Floral Avenue. Replacement planting.	99	From:N/A To:N/A	\$1,730,000
Caltrans	FRE070701	Lump Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	Various	From:Various To:Various Dist:N/A	\$8,710,000
Caltrans	FRE070801	Emergency Repair Program Lump-Sum		From:N/A To:N/A	\$150,000
Caltrans	FRE071005	In Fresno- SR 41, Bullard Avenue to Herndon Avenue add NB Auxillary lane	41	From:Bullard To:Herndon	\$14,950,000
Caltrans	FRE071201	SR 99 from SR 201 to Tulare Co Line - widen 4-lane to 6-lane freeway.	99	From:SR 201 To:Tulare Co Line	\$1,000
Caltrans	FRE071202	In the City of Fresno, from Ashlan Ave overcrossing to 0.2 miles north of Grantland Ave. undercrossing, widen 4-lane freeway to 6-lane freeway.	99	From:Ashlan To:Grantland	\$38,350,000
Caltrans	FRE071203	In the City of Fresno and within Madera County, from 0.2 miles south of the Grantland Ave. undercrossing to 0.6 miles north of the Ave 7 overcrossing, widen existng 4-lane Freeway to 7 lanes	99	From:Grantland To:Ave 7	\$54,650,000
Caltrans	FRE091301	SR 41, 168, 180 Braided Ramps(Measure C Project C in the Urban Regional Program)	180	From:SR 41 To:SR 168	\$89,843,000
Caltrans	FRE111330	Passing Lanes(Measure C Project A in the Rural Regional Program)	180	From:Yuba To:James	\$11,782,000
Caltrans	FRE111349	SR 269 Bridge between SR 198 & Huron (Measure C Project G in the Rural Regional Program)	269	From:SR 269 To:SR 198	\$34,329,000
Caltrans	FRE111351	Interchange Improvements	N/A	Interchange Crossstreets:I5 & SR 198	\$16,577,000
Caltrans	FRE111352	American Ave @ SR 99- Interchange Improvements	N/A	Interchange Crossstreets:American Ave & SR 99	\$51,820,000
Caltrans	FRE111355	North/Cedar/SR 99-Improve Interchange	N/A	From:North Ave To:Cedar	\$81,775,000

Central Unified School District	FRE070101	Lease to purchase and/or purchase to replace eight diesel school buses with eight compressed natural gas school buses.			\$2,317,000
Clovis Unified School District	FRE070105	Lease to purchase and/or purchase 10 CNG powered school buses to replace existing diesel school buses.			\$3,133,000
Clovis, City of	FRE020105	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3		From:N/A To:N/A Dist:N/A	\$1,129,000
Clovis, City of	FRE020106	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.ITS Project.		From:N/A To:N/A Dist:N/A	\$1,036,000
Clovis, City of	FRE040601	Herndon Ave. between Willow Ave. and Clovis Ave. Widen from two lanes to three lanes of travel in each direction, construct curb & gutter & bicycle lanes, install street lights.	Herndon	From:Willow To:Clovis Dist:1.5	\$4,006,000
Clovis, City of	FRE041812	In the City of Clovis, east of Temperance Avenue and south of Nees Avenue along the Enterprise Canal. Construct a class I bicycle/pedestrian trail.	Enterprise Canal	From:East of Temperance To:South of Nees Dist:.25	\$260,000
Clovis, City of	FRE041813	median island, landscaping & irrigation, sidewalk, curb & gutter, & ADA improvements Ashlan Avenue, b/w Whittier & Temperance Aves, & on Armstrong Ave. , south of Ashlan Ave to the Gould Canal	Ashlan	From:Whittier To:Temperance Dist:.75	\$465,000
Clovis, City of	FRE070102	Purchase 16 CNG refuse trucks to replace 16 older diesel refuse trucks.	City Corporation Yead	From:Sunnyside To:Sunnyside Dist:N/A	\$3,118,000
Clovis, City of	FRE070602	Road repair along Ashlan Ave between Peach and Minnewawa.	Ashlan	From:Peach To:Minnewawa Dist:.50	\$188,000
Clovis, City of	FRE070603	Road repair along Peach Ave. between Alluvial and Teague Avenues.	Peach	From:Alluvial To:Tegue Dist:1.0	\$807,000
Clovis, City of	FRE070604	Road repair along Shaw with reconstruction activities between Peach and Minnewawa Avenues.	Shaw	From:Peach To:Minnewawa Dist:.5	\$1,036,000
Clovis, City of	FRE071801	Trail Head/ Rest Area, SWC Sunnyside & Shepherd Aves.	Sunnyside	From:Sunnyside To:Shepherd Dist:N/A	\$1,772,000
Clovis, City of	FRE071802	Enhance "Gateway to the Sierras" Sign, Clovis Ave. between 4th and 5th Streets.	Clovis	From:4th To:5th Dist:0	\$155,000
Clovis, City of	FRE090101	Traffic Flow Improvements along Herndon Ave., Between Willow and Temperance Avenues.	Herndon	From:Willow To:Temperance Dist:3.5	\$618,000

Clovis, City of	FRE090102	Installation of shoulder improvements along Clovis Ave., between Santa Ana and Gettysburg.	Clovis	From: Santa Ana To: Gettysburg Dist.:25	\$146,000
Clovis, City of	FRE090103	Installation of shoulder improvements along Nees Ave., between Sunnyside and Armstrong Avenues.	Nees	From: Sunnyside To: Armstrong Dist.:1.0	\$339,000
Clovis, City of	FRE090104	Installation of Shaw/ DeWolf traffic signal.	N/A	Intersection From: Shaw To: DeWolf Dist: N/A	\$622,000
Clovis, City of	FRE090602	Center and outside travel lane improvements on Temperance Avenue north and south of Sierra Avenue. Widen to two lanes of travel in each direction.	Temperance	From: N/O Sierra To: S/O Sierra Dist:0.5	\$604,000
Clovis, City of	FRE090603	Center travel lane improvements, 2 LU to 3 LU W/2WLT on Nees Avenue from Sunnyside to Armstrong Avenues	Nees Ave	From: Sunnyside To: Armstrong Dist:1.0	\$603,000
Clovis, City of	FRE090622	Road rehabilitation along an existing 2-lane undivided collector with a continuous left turn land	Alluvial Ave.	From: Clovis To: Minnewawa Dist: N/A	\$449,000
Clovis, City of	FRE090623	Road rehabilitation on ashlan avenue between Fowler and Claremont ave.	Ashlan ave.	From: Fowler To: Claremont Dist: N/A	\$466,000
Clovis, City of	FRE092501	Ashlan Ave.: Between Fowler and Armstrong; widen from 2 LU to 4 LD.		From: N/A To: N/A Dist: N/A	\$1,356,000
Clovis, City of	FRE092502	Ashlan Ave: Between Armstrong to McKelvy; widen from 3 LD to 4 LD, including median landscaping.	Ashlan	From: Armstrong To: McKelvy Dist: .25	\$812,000
Clovis, City of	FRE092503	Herndon Ave.: Between Clovis Ave. and Sunnyside Ave.; widen from 4 LD to 6 LD.(Measure C Project K2 in the Urban Regional Program)	Herndon	From: Clovis To: Sunnyside Dist:0.5	\$2,863,000
Clovis, City of	FRE092504	Herndon Ave.: Between Sunnyside Ave. and Fowler Ave.; Widen from 4 LD to 6 LD.(Measure C Project K2 in the Urban Regional Program)	Herndon	From: Sunnyside To: Fowler Dist:0.5	\$1,250,000
Clovis, City of	FRE092505	Herndon Ave.: Between Fowler and Tollhouse; widen from 4 LD to 6 LD.	Herndon	From: Fowler To: Tollhouse Dist: N/A	\$587,000
Clovis, City of	FRE092506	Shaw Ave.: Between Clovis Ave. and Temperance Ave.; widen from 4 LD to 6 LD.	Shaw	From: Clovis To: Temperance Dist:2.0	\$311,000
Clovis, City of	FRE092507	Shepherd Ave.: From Willow to 1/2 mile east; widen from 2 LU to 3 LD.	Willow	From: Willow To: 1/2 milw e/o Willow Dist: .50	\$1,623,000
Clovis, City of	FRE092508	Temperance Ave.: Between Ashlan and Gettysburg; widen from 2 LU to 4 LD.	Temperance	From: Ashlan To: Gettysburg Dist: .3	\$1,107,000

Clovis, City of	FRE092509	Temperance Ave: From Enterprise Canal to south of Nees; widen from 3 LD to 4 Lane Divided Expressway/Arterial, Traffic Signal(Measure C Project E1 in the Urban Regional Program)	Temperance Ave	From:Enterprise Canal To:Nees Ave Dist:.25	\$1,508,000
Clovis, City of	FRE092510	Temperance Ave.: Between Nees Ave. and Lexington Ave.; widen from 3 LD to 4 LD.	Temperance Ave	From:Nees Ave To:Lexington Ave Dist:.25	\$550,000
Clovis, City of	FRE092511	Temperance Ave: From Shepherd to Heritage Lane; Widen to 4LN Divided, Traffic Signal, ROW, curb & gutter, sidewalk, street lights, landscaping(Measure C Project E3 in the Urban Regional Program)	Temperance Ave	From:Shepherd To:Heritage Lane Dist:0.7	\$1,500,000
Clovis, City of	FRE092512	Temperance Ave.: From 650' N/O Ashlan Ave. to Gould Canal; widen from 2 LU to 4 LD.	Temperance	From:650' N/O Ashlan To:Gould Canal Dist:.3	\$565,000
Clovis, City of	FRE092518	Willow Ave.: From Teague to Shepherd. Construct outside travel lane on east side of the Clovis and Fresno segment.	Willow	From:Teague To:Shepherd Dist:.50	\$1,144,000
Clovis, City of	FRE092525	Road Rehabilitation/Addition of Minor Asphalt Pavement at Sierra from Fowler to Temperance	Sierra Street	From:Fowler Ave. To:Temperance Ave. Dist:1.0	\$950,000
Clovis, City of	FRE092526	Road Rehabilitation on Shaw from Clovis to Sunnyside	Shaw Ave	From:Clovis ave. To:Sunnyside Dist:N/A	\$616,000
Clovis, City of	FRE092606	Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$2,005,000
Clovis, City of	FRE110101	Ashlan/Armstrong Intersection; Traffic Signal Installation	N/A	Intersection From:Ashlan To:Armstrong Dist:N/A	\$220,000
Clovis, City of	FRE110102	Clovis/Gettysburg Intersection; Traffic Flow Improvements	N/A	Intersection From:Clovis Ave To:Gettysburg Ave Dist:N/A	\$247,000
Clovis, City of	FRE110103	Shepherd/Minnewawa Intersection; Traffic Signal Installation	N/A	Intersection From:Shepherd Ave To:Minnewawa Ave Dist:N/A	\$654,000
Clovis, City of	FRE110125	Temperance Avenue, between Herndon-Shaw; Traffic Flow Improvements	Temperance Ave	From:Shaw Ave To:Herndon Ave Dist:2.0	\$453,000

Clovis, City of	FRE110126	Clovis/Nees Intersection; Traffic Signal Installation	N/A	Intersection From:Clovis Ave To:Nees Ave Dist:N/A	\$355,000
Clovis, City of	FRE110604	Alluvial Avenue, between Fowler and McKelvy Avenues; Install 12' Center Travel Lane	Alluvial Avenue	From:Fowler Avenue To:McKelvy Avenue Dist:.75	\$797,000
Clovis, City of	FRE110613	Alluvial Ave, between Clovis and Sunnyside Avenues; Road Rehabilitation	Alluvial Avenue	From:Clovis Ave To:Sunnyside Ave Dist:N/A	\$473,000
Clovis, City of	FRE110614	Clovis Avenue, between Herndon and Alluvial Avenues; Road Rehabilitation	Clovis Avenue	From:Herndon Ave To:Alluvial Ave Dist:.50	\$658,000
Clovis, City of	FRE111303	Outside travel Ln on East side; curb & gutter, sidewalk, street lights, median curb, landscaping(Measure C Project D3 in the Urban Regional Program)	Willow	From:Alluvial To:1/8 mile North of Alluvial Dist:.08	\$699,000
Clovis, City of	FRE111310	Widen to 4LN Divided Expressway/Arterial; Traffic Signal	Temperance Ave	From:North of Sierra To:South of Sierra Dist:N/A	\$1,091,000
Clovis, City of	FRE111325	Widen from 2 LU to 6 LD; curb & gutter; street lights; sidewalk; traffic signal(Measure C Project L1 in the Urban Regional Program)	Shaw	From:Locan To:Main Dist:0.25	\$1,895,000
Clovis, City of	FRE111326	6 LN Divided expressway; outside travel lane; curb & gutter; street lights; median; landscaping; under crossing (Measure C Project L2 in the Urban Regional Program)	Shaw	From:Highland To:McCall Ave Dist:1.0	\$5,017,000
Clovis, City of	FRE111332	Construct 2nd & 3rd NB Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (Measure C Project D1 in the Urban Regional Program)	Willow Avenue	From:Shepherd Ave To:Perrin Ave Dist:N/A	\$1,872,000
Clovis, City of	FRE111336	Alluvial Avenue, between Fowler and Fordham Avenues; Construct 12' EB Outside Travel Lane; street lights	Alluvial Avenue	From:Fowler To:Fordham Dist:0.5	\$231,000
Clovis, City of	FRE111337	Alluvial Avenue, between Fowler and McKelvy Avenues; Install 4' wide shoulder along EB & WB Alluvial Ave	Alluvial Avenue	From:Fowler To:McKelvy Dist:.25	\$330,000
Clovis, City of	FRE111339	6 LN Divided expressway; travel lane; curb & gutter; street lights; median; landscaping; under crossing (Measure C L2 in the Urban Regional Program)	Shaw Ave	From:DeWolf To:Highland Dist:N/A	\$5,017,000
Clovis, City of	FRE111340	Construct 2nd & 3rd NB Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (Measure C Project D1 in the Urban Regional Program)	Willow Ave	From:Perrin To:Behymer Dist:.50	\$1,872,000

Clovis, City of	FRE111341	Construct 2nd & 3rd Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (Measure C Project D1 in the Urban Regional Program)	Willow Ave	From:Behymer To:International Dist.:50	\$1,872,000
Clovis, City of	FRE111342	Construct 2nd & 3rd Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (Measure C Project D1 in the Urban Regional Program)	Willow Ave	From:International To:Copper Ave Dist.:50	\$1,872,000
Clovis, City of	FRE111347	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk(Measure C Project K3 in the Urban Regional Program)	Herndon Ave	From:Locan To:De Wolf Dist:N/A	\$5,864,000
Clovis, City of	FRE111348	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk(Measure C Project K3 in the Urban Regional Program)	Herndon Ave	Intersection From:Temperance To:Locan Dist.:50	\$5,864,000
Coalinga, City of	FRE020108	In Coalinga - Construct Paved Shoulders for Bike Lane On Monterey Avenue from Washington Street to Cambridge Avenue.		From:N/A To:N/A Dist:N/A	\$102,000
Coalinga, City of	FRE020605	In Coalinga - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128 exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$274,000
Coalinga, City of	FRE092617	Cherry & Elm Ave-Intersection will be re-aligned for future signalization. Including work on side walk, curb & gutter, valley gutter, pavement, restriping. Streetlight, pole and luminaire installed	N/A	From:Cherry To:Elm Dist:N/A	\$370,000
Council of Fresno County Governments	FRE001101	Planning, Programming and Monitoring.		From:N/A To:N/A Dist:N/A	\$2,810,000
Firebaugh, City of	FRE070605	Reconstruct 13th Street between N Street (SR 33) to 400 ft east of P Street.	13th Street	From:N Street To:P Street Dist:N/A	\$406,000
Firebaugh, City of	FRE092527	AC Overlay over pavement fabric: Sixteenth Street from O street to Q St.	Sixteenth Street	From:O Street To:Q Street Dist:N/A	\$165,000
Firebaugh, City of	FRE092528	AC Overlay over pavement fabric: Fourteenth Street from N street to Q St.	Fourteenth Street	From:N Street To:Q Street Dist:N/A	\$210,000
Firebaugh, City of	FRE092529	Various AC Overlay over pavement fabric: O street and Q street: O street from eighth st. to Ninth Street and Q street from Fifteenth St. to Sixteenth Street	O Street and Q Street	From:na To:na Dist:N/A	\$205,000
Firebaugh, City of	FRE092530	AC Overlay over pavement fabric: Eighth Street: N Street to Q street	Eighth Street	From:N Street To:Q Street Dist:N/A	\$210,000

Firebaugh, City of	FRE092607	Reconstruction of sidewalks and curb cut ramps on 'O' Street from 9th Street to 11th Street. Reconstruction of curb returns with bulb outs and installation of landscape irrigation.		From:N/A To:N/A Dist:N/A	\$160,000
Firebaugh, City of	FRE092803	AC Overlay over pavement fabric: O street from Fifteenth St. to Saipan St.	O Street	From:Fifteenth St To:Saipan St. Dist:N/A	\$200,000
Firebaugh, City of	FRE110140	Pedestrian/Bike Route on Q Street along the Poso Canal banks, including a pedestrian bridge and lighted crosswalk	Q Street & Poso Canal	From:9th St To:Maldonado Park Dist:N/A	\$330,000
Fowler, City of	FRE020610	In Fowler - Lump-Sum A/C Overlays On Various Eligible Routes (No Additional Travel Lanes) and Provide Curb, Gutter, and Sidewalks. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	various	From:various To:various Dist:N/A	\$300,000
Fowler, City of	FRE070106	Class II Bicycle Lanes- Construct bike lanes: e/side of Fowler Ave. btw SH-99 s/b on ramp and Merced St., and s/side of Adams Ave. from 600 ft. e/of Main St. to Temperance Ave.	e/side of Fowler Ave. & s/side of Adams Ave.	From:various To:various Dist:N/A	\$266,000
Fowler, City of	FRE071803	Landscaping & sidewalks on Merced Street between 3rd & 5th Streets.	Merced Street	From:3rd Street To:5th Street Dist:N/A	\$203,000
Fowler, City of	FRE090123	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	Golden State Corridor	From:unknown To:unknown Dist:N/A	\$280,000
Fowler, City of	FRE092608	Construct pavement section to match to future curb, resurfacing entire pavement section of Adams Ave. between Vista St. and Dee Ann St. in the City of Fowler.	Adams Ave	From:Vista St To:Dee Ann St Dist:N/A	\$160,000
Fowler, City of	FRE092809	Manning Ave. from SR 99 northbound ramps to 0.25 miles east of Golden State Blvd. Reconstruct approaches to RR crossing; upgrade, interconnect & synchronize traffic signals; signage & striping.	various	From:various To:various Dist:N/A	\$160,000
Fresno Area Express (FAX)	FRE021501	Various Planning Projects/COFCG Staff/Annual Planning O & M Expenses and Special Projects			\$3,050,000
Fresno Area Express (FAX)	FRE021502	Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects			\$2,847,000
Fresno Area Express (FAX)	FRE021503	Preventive Maintenance Expense			\$39,531,000

Fresno Area Express (FAX)	FRE021504	Contracted Paratransit Service Operations			\$19,028,000
Fresno Area Express (FAX)	FRE021505	Capital Lease - Handy Ride Facility			\$604,000
Fresno Area Express (FAX)	FRE021506	Capital Lease - Vehicle Tire Lease			\$1,513,000
Fresno Area Express (FAX)	FRE021507	Nonrevenue Vehicle Service Expansion/Replacement			\$513,000
Fresno Area Express (FAX)	FRE021508	Paratransit Vehicle Service Expansion/Replacement of 17 Vehicles			\$962,000
Fresno Area Express (FAX)	FRE021509	FAX Facility Upgrades To Include Portable Life Equipment; Fare box Systems; Life Pump and Cylinders; Automated Passenger Counters; Bus Washer; Passenger Information Kiosks; etc.			\$500,000
Fresno Area Express (FAX)	FRE021510	Passenger shelters/structures, benches, trash receptacles and lighting; On-street signs; Bus stop repairs; and miscellaneous amenities to benefit transit passengers			\$3,989,000
Fresno Area Express (FAX)	FRE022005	Purchase of revenue vehicles.			\$6,615,000
Fresno Area Express (FAX)	FRE040122	Lease vans for downtown vanpool program. Final year of three year funding period.			\$240,000
Fresno Area Express (FAX)	FRE041401	Bus replacement program. Purchase 20 low emission urban buses to replace 20 1993 diesel vehicles.			\$7,227,000
Fresno Area Express (FAX)	FRE041402	Peak Service Program. Increase the frequency of service from 30 min to 15 min intervals on two routes- Route 28 and Route 30. Final year of three year funding period.			\$5,402,000
Fresno Area Express (FAX)	FRE041403	Downtown Circulator Program provide service throughout downtown Fresno during peak commute hours. Purchase of vehicles.			\$1,200,000
Fresno Area Express (FAX)	FRE041404	Intermodal Facility Program. Develop and construct intermodal facility in Southeast area of Fresno.			\$1,000,000

Fresno Area Express (FAX)	FRE070120	Purchase 15 CNG buses to replace 14 diesel buses.			\$10,267,000
Fresno Area Express (FAX)	FRE070121	Purchase one 40 foot hydrogen powered hybrid electric transit bus and one electrolytic hydrogen fueling station.			\$3,250,000
Fresno Area Express (FAX)	FRE070122	Increase frequency of service from 30 minute intervals to 15 minute intervals on high demand routes. Fresno Street, 1st Street, and Cedar. Three years of funding.			\$11,983,000
Fresno Area Express (FAX)	FRE090111	Prioritize traffic signals for certain fixed bus routes to decrease number of buses needed to maintain existing frequencies, and thereby reduce emissions.			\$1,566,000
Fresno Area Express (FAX)	FRE090112	City of Fresno, FAX, will purchase 6 CNG converted paratransit vehicles to replace non-CNG vehicles in existing fleet.			\$617,000
Fresno Area Express (FAX)	FRE090113	City of Fresno, FAX will purchase 6 alternative fuel (CNG), low emission buses to replace diesel buses in the current fleet.			\$2,442,000
Fresno Area Express (FAX)	FRE091602	Purchase two (SE) medium buses type III (fuel CNG), three mobile data terminals.			\$209,000
Fresno Area Express (FAX)	FRE092001	Purchase low-emission nonrevenue transit vehicles.			\$300,000
Fresno Area Express (FAX)	FRE092302	Improve existing mobility access ramps beyond requirements for the Americans with Disabilities Act (ADA) in targeted locations			\$153,000
Fresno Area Express (FAX)	FRE092403	Purchase CNG replacement buses.			\$3,500,000
Fresno Area Express (FAX)	FRE092521	Design/install vehicle parking shelters with solar panels to "green" main FAX facility.			\$2,000,000
Fresno Area Express (FAX)	FRE092522	Design and implement rebranding of Handy Ride fleet.			\$450,000
Fresno Area Express (FAX)	FRE092524	Purchase and remodel FAX Handy Ride facility to meet current capacity needs and ADA requirements.			\$3,200,000
Fresno Area Express (FAX)	FRE092601	Purchase/install new automated farebox system on fixed-route fleet.			\$2,300,000

Fresno Area Express (FAX)	FRE092602	Engineer and remodel main FAX operations / administration building to meet current capacity needs and ADA requirements.			\$2,500,000
Fresno Area Express (FAX)	FRE092603	Purchase/install new automated passenger counter system on fixed-route fleet.			\$1,000,000
Fresno Area Express (FAX)	FRE092604	Purchase and install 1 compressed natural gas (CNG) compressor.			\$250,000
Fresno Area Express (FAX)	FRE095318	Transportation Needs Project			\$250,000
Fresno Area Express (FAX)	FRE095319	Bike Racks			\$132,000
Fresno Area Express (FAX)	FRE095320	Bus Stop Numbering in Braille			\$85,000
Fresno Area Express (FAX)	FRE095321	Bus Stop Concrete Improvements			\$150,000
Fresno Area Express (FAX)	FRE095322	Bus Stop Efficiency Improvements			\$21,000
Fresno Area Express (FAX)	FRE095329	Trip Efficiency Program: Operating Expenses			\$80,000
Fresno Area Express (FAX)	FRE110128	Fresno Area Express will purchase 3 60' articulated alternative fuel (CNG), low emission replacement buses			\$2,640,000
Fresno Area Express (FAX)	FRE110616	Rehabilitate the Downtown Bus Shelters Located at Courthouse Park			\$500,000
Fresno Area Express (FAX)	FRE111356	The planned BRT project limits include a combined 14.7 mile corridor on Kings Canyon Rd from Fowler Ave on the east to Downtown Fresno; and on Blackstone Ave from Friant Rd on the north to Downtown Fresno.			\$1,995,000
Fresno Area Express (FAX)	FRE111357	Fresno Area Express will retrofit compressed natural gas (CNG) engines on existing fleet to improve fuel efficiency and reduce emissions.			\$1,800,000
Fresno County	FRE020647	In Fresno County - Widen from 2 to 4 Lanes, Limiting Access, and Improving Structural Section On Friant Road from Millbrook Avenue to Millerton Road.		From:N/A To:N/A Dist:N/A	\$29,056,000

Fresno County	FRE040118	North and Maple intersection improvements. Construct left turn lane for eastbound traffic.	N/A	Intersection From:North To:Maple Dist:N/A	\$134,000
Fresno County	FRE040119	Central and Willow intersection improvements. Construct left turn lanes and pavement improvements and remove a four-way stop.	N/A	Intersection From:Central To:Willow Ave Dist:N/A	\$99,000
Fresno County	FRE040120	Shoulder paving/ stabilization. Alta Ave. to SR 63 - American Ave.		From:N/A To:N/A Dist:N/A	\$685,000
Fresno County	FRE040612	Manning Ave. from Crawford to Hill Ave. Reconstruct existing 2-lane road to current standards - widening travel way, paving shoulders an improving structural section.	Manning Ave.	From:Crawford To:Hill Ave. Dist:N/A	\$1,645,000
Fresno County	FRE070201	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.		From:N/A To:N/A Dist:N/A	\$3,500,000
Fresno County	FRE070202	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.		From:N/A To:N/A Dist:N/A	\$1,875,000
Fresno County	FRE071812	Plant Palm Trees, Kearney Blvd. between Marks and Westlawn Aves.		From:N/A To:N/A Dist:N/A	\$647,000
Fresno County	FRE090118	Shoulder paving/stabilization on Cedar Ave. between Lincoln Ave. to Adams Ave.		From:N/A To:N/A Dist:N/A	\$363,000
Fresno County	FRE090119	Commute Green Fresno County. A travel demand management commuter program for Fresno County employees designed to provide subsidies and incentives for program participants.		From:N/A To:N/A Dist:N/A	\$590,000
Fresno County	FRE090130	Lump Sum shoulder improvements paving/stabilization at various locations.	AMERICAN	From:ELM To:WALNUT Dist:N/A	\$4,427,000
Fresno County	FRE090621	Lump Sum listing from AC overlay projects in various locations.	ALTA	From:AMERICAN To:JEFFERSON Dist:N/A	\$7,133,000
Fresno County	FRE092516	Academy Ave.: Between Manning and Mountain View. Improve 2 lane facility.	Academy	From:Manning To:Mountain View Dist:N/A	\$4,929,000
Fresno County	FRE092517	Mountain View Ave.: From Bethel to e/o Smith (Tulare County Line); widen from 2 LU to 4 LD.(Measure C Project I in the Rural Regional Program)	Mountain View Ave	From:Bethel To:Tulare County Line Dist:N/A	\$24,063,000
Fresno County	FRE092616	Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$7,031,000

Fresno County	FRE110127	Fowler Avenue: from South Avenue to Elkhorn Avenue; Shoulder Improvements Paving/Stabilization	Fowler Avenue	From:South Avenue To:Elkhorn Avenue Dist:N/A	\$2,543,000
Fresno County	FRE110615	Jensen Ave Asphalt Concrete Overlay, Curb Ramps, Signal Loop Detectors and Striping from Golden State Boulevard to Maple Avenue	Jensen Avenue	From:Golden State Boulevard To:Maple Avenue Dist:N/A	\$979,000
Fresno County	FRE111334	Corridor Improvements from American to Tulare County Line(Measure C Project F in the Rural Regional Program)	Golden State	From:American To:Tulare County Line Dist:N/A	\$43,828,000
Fresno County Economic Opportunities Commission	FRE072206	Year 2 of operating costs for transit project for CALWORKS clients			\$342,000
Fresno County Economic Opportunities Commission	FRE072207	3 of operating costs for transit project for CALWORK clients			\$348,000
Fresno County Economic Opportunities Commission	FRE072208	Year 1 of operating for transit project for CALWORKS clients.			\$335,000
Fresno County Economic Opportunities Commission	FRE091601	Purchase five (R) large buses type III			\$325,000
Fresno County Economic Opportunities Commission	FRE092203	Purchase three vans.			\$170,000
Fresno County Economic Opportunities Commission	FRE095323	Large Bus Type III Purchase of 9 Buses			\$644,000
Fresno County Rural Transit Agency	FRE021701	Programs FY 2006/07-2009/10 FTA Section 5311 Apportionment- Annual Operating Assistance			\$20,093,000
Fresno County Rural Transit Agency	FRE041405	Purchase of four 35 passenger compressed natural gas powered buses.			\$1,650,000

Fresno County Rural Transit Agency	FRE072204	Purchase two employment shuttle vehicles.			\$126,000
Fresno County Rural Transit Agency	FRE072205	Purchase software and service package to implement traveler information system.			\$250,000
Fresno County Rural Transit Agency	FRE072304	Purchase one vehicle with heavy duty lift.			\$85,000
Fresno County Rural Transit Agency	FRE072603	Implement Travel Training Program for special needs riders.			\$80,000
Fresno County Rural Transit Agency	FRE090120	Purchase 2, 22 passenger CNG Vans to replace fleet.			\$288,000
Fresno County Rural Transit Agency	FRE092301	Purchase one medium bus (Type II) for nine ambulatory passengers and two wheelchair passengers with a heavy duty lift.			\$85,000
Fresno County Rural Transit Agency	FRE092605	Preventative Maintenance and Associated Fleet Projects.			\$1,720,000
Fresno Unified School District	FRE070111	Lease to purchase and/or purchase of 6 CNG school buses to replace existing fleet.			\$1,778,000
Fresno Unified School District	FRE090121	Expand exiting fast-fill CNG facility to include time-filling of 8 ea. dual hose, 3600 psi time-fill posts.		From:N/A To:N/A Dist:N/A	\$220,000
Fresno, City of	FRE020122	In Fresno: At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements.		From:N/A To:N/A Dist:N/A	\$1,718,000
Fresno, City of	FRE020133	In Fresno - Lump-Sum Construction of New Trails to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$1,197,000

Fresno, City of	FRE020134	In Fresno - Lump-Sum Pedestrian Facilities to Include Sidewalks and Signal Upgrades for Pedestrians. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$272,000
Fresno, City of	FRE020617	In Fresno - Lump-Sum A/C Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additonal Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$4,610,000
Fresno, City of	FRE020620	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A	\$1,017,000
Fresno, City of	FRE020621	In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$405,000
Fresno, City of	FRE020622	In Fresno - Lump-Sum Traffic Signals At Major Eligible Road Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	Various	From:Various To:Various Dist:N/A	\$3,313,000
Fresno, City of	FRE040109	Replace existing 4-way stop control at intersection of North and Cedar with fully activated traffic signal. 4 legs of intersection will be modified.	N/A	From:North To:Cedar Dist:N/A	\$1,424,000
Fresno, City of	FRE040621	Herndon from Marks to Valentine-Widening to six lanes. Traffic signal modifications and landscaping.(Measure C Project K6 in the Urban Regional Program)	Herndon	From:Marks To:Valentine Dist:N/A	\$2,589,000
Fresno, City of	FRE040622	Herndon from SR 99 to Weber and Golden State Blvd. Addition of through lanes (2LU to 4LD), turn lanes, bus bays. Modification of at grade railroad crossing. Addition of medians and landscaping. Widen to 6 Ln dual left turn @ Golden State (Measure C Urban Regional Project K7)	Herndon	From:SR 99 To:Weber Dist:.25	\$6,037,000
Fresno, City of	FRE070107	Traffic synchronization and signal coordination along Shaw Ave. from Highway 99 to Highway 41. Install ITS conduits, fiber, communication cabinets and 2070L traffic signal controllers.	Shaw Ave	From:Highway 99 To:Highway 41 Dist:N/A	\$4,200,000
Fresno, City of	FRE070109	Completion of the Sugar Pine Trail from Chestnut to Copper, a Class I bikeway and pedestrian trail.	Sugar Pine Trail	From:Chestnut Ave To:Copper Ave Dist:N/A	\$744,000

Fresno, City of	FRE070203	State Route 41 Off Ramp at O Street. Reconfigure off-ramp at intersection with O Street. Signalize ramp intersection.	O Street Off Ramp	From:41 To:O Street Dist:N/A	\$1,500,000
Fresno, City of	FRE070607	Repair failed asphalt at ten intersections along Shaw Avenue between Blackstone Avenue and Highway 168.	Shaw	From:Blackstone To:SR168 Dist:N/A	\$1,770,000
Fresno, City of	FRE070608	Cold pavement recycling of Clovis Avenue between McKinley Ave. to Garland Ave.	Clovis Avenue	From:McKinley Ave. To:Garland Ave. Dist:N/A	\$1,254,000
Fresno, City of	FRE070609	Operational improvements to relieve congestion and reduce delay on Willow Ave. This project will add 2 southbound lanes within the project limits.(Measure C Project D5A in the Urban Regional Program)	Willow	From:0.25 miles South of Nees To:Shepherd Dist:N/A	\$3,900,000
Fresno, City of	FRE071804	Sugar Pine Trail Improvements, Between Nees & Chestnut Aves.		From:N/A To:N/A Dist:N/A	\$186,000
Fresno, City of	FRE071805	Median Island Landscaping, Clovis Ave. Between SR 180 and McKinley Ave.		From:N/A To:N/A Dist:N/A	\$459,000
Fresno, City of	FRE071806	Median Island Enhancement, Shields Ave. Between Palm Ave. and BNSF Railroad.		From:N/A To:N/A Dist:N/A	\$165,000
Fresno, City of	FRE071807	Install and landscape median island, Ventura Ave. between Broadway and SR99.	Ventura Ave.	From:Broadway To:SR99 Dist:N/A	\$104,000
Fresno, City of	FRE071813	Rehabilitate 2nd Floor of Historic Santa Fe Depot, Santa Fe Ave. and Tulare St.	Santa Fe	From:Santa Fe Ave. To:Tulare St. Dist:N/A	\$1,487,000
Fresno, City of	FRE090106	ITS installation & signal coordination for Clovis Ave. from Dakota to American. Install fiber, cabinets, vaults, cameras, radar, 2070L controllers.	Clovis Avenue	From:Dakota To:American Dist:N/A	\$1,182,000
Fresno, City of	FRE090107	ITS installation & signal coordination for Fresno Street from Herndon to Olive. Install wireless communications and new controllers.	Fresno Street	From:Herndon To:Olive Dist:N/A	\$220,000
Fresno, City of	FRE090108	Bicycle lanes to fill in missing bikeway gaps and connect to existing facilities on Shields Ave. from West Ave. to Maple Ave. for 4 miles of bikeway improvements.	Shields Ave.	From:West Ave. To:Maple Ave. Dist:N/A	\$442,000
Fresno, City of	FRE090109	ITS installation & signal coordination for Willow Ave. from Ashlan to International. Install conduit, fiber, cabinets, poles, cameras, radars, 2070L controllers.	Willow Ave	From:Ashlan To:International Dist:N/A	\$1,400,000
Fresno, City of	FRE090110	Park and Ride Lot construction to accommodate 58 stalls for long distance commuter van pools and carpools near SR 99	unknown	From:unknown To:unknown Dist:N/A	\$334,000

Fresno, City of	FRE090131	At intersection of Clovis and Kings Canyon, construct westbound right turn lane.	Clovis and Kings Canyon	From:NA To:NA Dist:N/A	\$316,000
Fresno, City of	FRE090132	Install dual left turn lanes for eastbound Nees Avenue at Cedar Avenue to improve traffic flow.	N/A	Intersection From:Cedar Ave To:Nees Ave Dist:N/A	\$125,000
Fresno, City of	FRE090133	ITS installation & signal coordination for Clovis Ave.: Dakota to Jensen and for Shaw Ave: 41 to 168	Clovis Avenue	From:various To:various Dist:N/A	\$1,205,000
Fresno, City of	FRE090134	Gettysburg Ave. Bike Lanes to construct bicycle lanes along both sides of the street from Blackstone to Winery Ave.	Gettysburg Avenue	From:Blackstone Ave. To:Winery Ave. Dist:N/A	\$517,000
Fresno, City of	FRE090136	Lump Sum Sidewalks for various locations within the City of Fresno.		From:N/A To:N/A Dist:N/A	\$500,000
Fresno, City of	FRE090137	ITS on Blackstone Ave. from Herndon Ave. to Nees, and on Friant Road from Nees to Copper Ave.	Various	From:various To:various Dist:N/A	\$2,013,000
Fresno, City of	FRE090607	Streetscape Beautification project on Broadway between Divisadero and Tuolumne, including diagonal parking, pedestrian improvements and landscaping.	Broadway	From:Divisadero To:Tuolumne Dist:N/A	\$621,000
Fresno, City of	FRE090608	Installation of a traffic signal at the intersections of McKinley/Huges and McKinley/Marks.		From:N/A To:N/A Dist:N/A	\$1,242,000
Fresno, City of	FRE090609	Construct Roundabouts at the intersections of Audubon/Del Mar and Audubon/Lexington.	various	From:various To:various Dist:N/A	\$246,000
Fresno, City of	FRE090610	Traffic flow improvements at Divisadero and SR 41, including new median island and traffic signal modifications.		From:N/A To:N/A Dist:N/A	\$246,000
Fresno, City of	FRE090611	Lump Sum AC Overlays on various eligible routes.	Shields	From:First To:Millbrook Dist:N/A	\$13,418,000
Fresno, City of	FRE090612	Surveying, development of roadway geometrics and preliminary engineering, plus a CEQA process for adoption of the OPL for various roadways within the City of Fresno.	various	From:various To:various Dist:N/A	\$339,000
Fresno, City of	FRE091302	Freeway Interchange and Grade; seperation UPRR/Golden State	Veterans Blvd	Intersection From:SR 99 Interchange To:Veterans Blvd Dist:N/A	\$32,100,000
Fresno, City of	FRE092401	Shaw from Highway 41 to Highway 168; Traffic Synchronization.	Shaw	From:Highway 41 To:Highway 168 Dist:N/A	\$2,100,000
Fresno, City of	FRE092402	Clovis from Dakota to American; Traffic Synchronization.	Various	From:various To:various Dist:N/A	\$2,100,000

Fresno, City of	FRE092513	Ashlan Ave.: From Cornelia Ave. to Blythe Ave.; widen from 2 LD to 4 LD.	Ashlan	From: Cornelia Ave To: Blythe Ave Dist: N/A	\$400,000
Fresno, City of	FRE092514	Herndon Ave.: From SR 41 to Fresno St.; construct WB auxiliary lane for SB on-ramp.	Herndon Ave	From: SR 41 To: Fresno St Dist: N/A	\$1,500,000
Fresno, City of	FRE092515	Shields Ave.: Between Fowler Ave. and Armstrong Ave.; widen from 2 L to 4 L.		From: N/A To: N/A Dist: N/A	\$1,500,000
Fresno, City of	FRE092519	Willow Ave.: From Shepherd to Behymer; widen to 3 SB lanes.		From: N/A To: N/A Dist: N/A	\$3,573,000
Fresno, City of	FRE092520	In the city of Fresno, on Peach Avenue from Belmont to Kings Canyon. Widen to 4 lanes and construct landscaped median. (Measure C Project I3 in the Urban Regional Program)	Peach	From: Belmont To: Kings Canyon Dist: N/A	\$15,685,000
Fresno, City of	FRE092610	Lump Sum Traffic Signal Installation at various locations. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From: N/A To: N/A Dist: N/A	\$1,930,000
Fresno, City of	FRE092805	AC Overlay, curb ramp installation, signal loop detectors and striping. NB lanes only from Fresno St. to Shepherd Ave. NB and SB lanes from Shepherd Ave. to Champlain	various	From: various To: various Dist: N/A	\$1,200,000
Fresno, City of	FRE092806	AC Overlay, curb ramp installation, signal loop detectors, and striping on Cedar Ave from Clinton to Gettysburg	Cedar Ave.	From: Clinton To: Gettysburg Dist: N/A	\$1,700,000
Fresno, City of	FRE092807	AC Overlay, curb ramp installation, signal loop detectors, and striping along Herndon from Cedar Ave. to Willow Ave.	Herndon	From: Cedar Ave. To: Willow Dist: N/A	\$1,224,000
Fresno, City of	FRE110104	Replace existing 4-way stop control at intersection of Millbrook and Spruce Avenues with a fully activated traffic signal	N/A	Intersection From: Millbrook Ave To: Spruce Ave Dist: N/A	\$448,000
Fresno, City of	FRE110105	Replace existing 4-way stop control at intersection of Chestnut and Shepherd Avenues with a fully activated traffic signal	N/A	Intersection From: Chestnut Ave To: Shepherd Ave Dist: N/A	\$321,000
Fresno, City of	FRE110106	Replace existing 4-way stop control at intersection of Perrin and Somerville Avenues with a fully activated traffic signal.	N/A	Intersection From: Perrin Ave To: Somerville Ave Dist: N/A	\$388,000
Fresno, City of	FRE110107	Replace existing 4-way stop control at intersection of Champlain and Liberty Hill/Saybrook with a fully activated traffic signal	N/A	Intersection From: Champlain To: Liberty Hill/Saybrook Dist: N/A	\$370,000

Fresno, City of	FRE110108	Replace existing 4-way stop control at intersection of Butler and Willow Avenues with a fully activated traffic signal.	N/A	Intersection From:Butler Ave To:Willow Ave Dist:N/A	\$367,000
Fresno, City of	FRE110109	Replace existing 4-way stop control at intersection of Bullard and Cecelia Avenues with a fully activated traffic signal	N/A	Intersection From:Bullard Ave To:Cecelia Ave Dist:N/A	\$371,000
Fresno, City of	FRE110110	Replace existing 4-way stop control at intersection of Brawley and Shields Avenues with a fully activated traffic signal	N/A	Intersection From:Brawley Ave To:Shields Ave Dist:N/A	\$505,000
Fresno, City of	FRE110111	Replace existing 4-way stop control at intersection of Shields and Sunnyside Avenues with a fully activated traffic signal	N/A	Intersection From:Shields Ave To:Sunnyside Ave Dist:N/A	\$437,000
Fresno, City of	FRE110112	City of Fresno: City Wide; Develop and Publish City Wide ITS Master Plan	Fresno City-Wide	From:N/A To:N/A Dist:N/A	\$100,000
Fresno, City of	FRE110113	Herndon Trail Connection between Valentine and Marks Avenues	Herndon Trail	From:Valentine Ave To:Marks Ave Dist:N/A	\$426,000
Fresno, City of	FRE110114	Millbrook Avenue Bicycle Lanes from Shields Avenue to Gettysburg Avenue	Millbrook Avenue	From:Shields Ave To:Gettysburg Ave Dist:N/A	\$363,000
Fresno, City of	FRE110115	Sugar Pine Trail Underpass Crossing and Trail Connections at Shepherd Avenue	N/A	Intersection From:Sugar Pine Trail To:Shepherd Ave Dist:N/A	\$1,600,000
Fresno, City of	FRE110129	Herndon Avenue Right-Turn Pocket Extension at NB Blackstone Avenue	N/A	Intersection From:Herndon Ave To:NB Blackstone Ave Dist:N/A	\$351,000
Fresno, City of	FRE110130	West Ave: Herndon Ave to Olive Ave; Install ITS wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	West Ave	From:Herndon Ave To:Olive Ave Dist:N/A	\$480,000
Fresno, City of	FRE110131	Bullard Ave: Marks Ave to Willow Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	Bullard Ave	From:Marks Ave To:Willow Ave Dist:N/A	\$790,000
Fresno, City of	FRE110132	First Street: Nees Ave to Ventura Street; Install ITS wireless communication, 2070L controllers, cameras; some detection, some vaults & cabinets	First Street	From:Nees Ave To:Ventura St Dist:N/A	\$1,500,000
Fresno, City of	FRE110133	Ashlan Ave: Blackstone Ave to Peach Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	Ashlan Ave	From:Blackstone Ave To:Peach Ave Dist:N/A	\$650,000

Fresno, City of	FRE110134	Nees Ave: Palm Ave to Willow Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	Nees Ave	From:Palm Ave To:Willow Ave Dist:N/A	\$450,000
Fresno, City of	FRE110135	McKinley Ave: SR 99 to Clovis Ave; Install ITS wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	McKinley Avenue	From:SR 99 To:Clovis Ave Dist:N/A	\$850,000
Fresno, City of	FRE110136	Tulare Street: Clovis Ave to C Street; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	Tulare St	From:Clovis Ave To:C St Dist:N/A	\$750,000
Fresno, City of	FRE110137	Herndon Trail Connection from Fruit to Harrison Avenues	Herndon Ave	From:Fruit Ave To:Harrison Ave Dist:N/A	\$175,000
Fresno, City of	FRE110138	West Avenue Bicycle Lanes to stripe bicycle lanes from Yale Avenue to south of Fairmont	West Ave	From:Yale Ave To:South of Fairmont Dist:N/A	\$221,000
Fresno, City of	FRE110139	Sugar Pine Trail Head and Park and Ride Lot at the southwest corner of Shepherd and Willow Avenues	N/A	Intersection From:Shepherd Ave To:Willow Ave Dist:N/A	\$430,000
Fresno, City of	FRE110610	Fresno Street Corridor Intersection Traffic Signals to upgrade ITS equipment, vaults, 2070 controllers, Opticom, pedestrian countdowns, ADA sidewalk improvements, traffic signal actuation, and install loop detectors at the intersections of Divisadero St; R St; P St; O St; N St; M St; Van Ness Ave; F St; E St	N/A	Intersection From:Fresno Street To:Divisadero, R, P, O, N, M, F, E Streets, Van Ness Ave Dist:N/A	\$1,355,000
Fresno, City of	FRE110611	Temperance Avenue Official plan lines from SR 180 to Clinton Avenue North Ave Official Plan Line from Elm Ave to Marks Ave	Temperance Ave	From:SR 180 To:Clinton Ave Dist:N/A	\$113,000
Fresno, City of	FRE110612	Lump Sum Planting and Irrigation Improvements-Downtown Fresno	Various in Downtown Fresno	From:Various To:Various Dist:N/A	\$896,000
Fresno, City of	FRE110617	Herndon Avenue Asphalt Concrete Overlay, Curb Ramps, and Striping from Blackstone to Cedar Avenue	Herndon Ave	From:Blackstone To:Cedar Dist:N/A	\$1,323,000
Fresno, City of	FRE110618	Friant Road Asphalt Concrete Overlay, Curb Ramps, Signal Loop Detectors, and Striping from Champlain to Copper	Friant Road	From:Copper Ave To:Champlain Ave Dist:N/A	\$1,323,000
Fresno, City of	FRE110619	Herndon Westbound Auxiliary Lane-Fresno St to SR 41	Herndon Ave	From:Fresno St To:SR 41 Dist:N/A	\$564,000
Fresno, City of	FRE110620	Herndon Avenue Widening from Brawley to Valentine Ave 4 to 6 lanes (Measure C Project K5a)	Herndon Ave	From:Brawley Ave To:Valentine Ave Dist:0.5	\$2,951,000

Fresno, City of	FRE110621	Herndon Avenue Asphalt Concrete Overlay, Curb Ramps, and Striping from Cedar Avenue to Willow	Herndon Ave	From:Cedar Ave To:Willow Ave Dist:N/A	\$1,230,000
Fresno, City of	FRE110622	Eaton Trail Resurfacing and Bridge Repairs from 1/4 mile north of Audubon Drive northward to Copper Avenue including two bridge re-decking along the trail	Eaton Trail located West of Friant Road	From:1/4 Mile North of Audubon Dr To:Copper Ave Dist:N/A	\$158,000
Fresno, City of	FRE110623	SR 41 Northbound Off-ramp at Shaw Ave Widening for dual left turns	41	From:N/A To:N/A	\$822,000
Fresno, City of	FRE111301	Construct Frontage RdRonquo Blvd-Realign & Signal(Measure C Project B2 in the Urban Regional Program)	SR 180 West-Frontage Rd	From:Marks To:Hughes West Dist:N/A	\$7,519,000
Fresno, City of	FRE111302	Landscape(Measure C Project UB3 in the Urban Regional Program)	SR 180 West	From:Brawley To:West Dist:N/A	\$5,445,000
Fresno, City of	FRE111306	Widen to 3 SB lanes(Measure C Project D6 in the Urban Regional Program)	Willow Avenue	From:Shepherd Ave To:Copper Ave Dist:N/A	\$714,000
Fresno, City of	FRE111307	Widen to 3 SB Lanes(Measure C Project D7 in the Urban Regional Program)	Willow Avenue	From:Herndon Ave To:Alluvial Ave Dist:0.5	\$1,573,000
Fresno, City of	FRE111308	Retrofit to 6 LanesBike Path Barstow/EscalonDual left turn lane Willow/Bullard(Measure C Project D8 in the Urban Regional Program)	Willow Avenue	From:Barstow To:Escalon Dist:N/A	\$1,804,000
Fresno, City of	FRE111312	Widen to 4 LN Divided Arterial(Measure C Project F in the Urban Regional Program)	Ventura	From:SR 41 To:SR 99 Dist:1.0	\$6,279,000
Fresno, City of	FRE111314	Widen to 4 Ln Divided Arterial(Measure C Project H1 in the Urban Regional Program)	California	From:West To:Fruit Dist:0.5	\$2,200,000
Fresno, City of	FRE111316	Widen Peach, Jensen to Butler to 4 Lanes(Measure C Project I2 in the Urban Regional Program)	Peach Ave	From:Jensen To:Butler Dist:1.5	\$11,232,000
Fresno, City of	FRE111328	Veterans Blvd Barstow to Bullard-Bryan. New 6 LD Super Arterial, Freeway Interchange & Grade Separation @ SR 99	Veterans Blvd	From:Barstow To:Bullard-Bryan Dist:1.0	\$153,555,000
Fresno, City of	FRE111329	New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon (per NEPA)	Veterans Blvd Interchange	From:Shaw To:Herndon Dist:N/A	\$13,155,000
Fresno, City of	FRE111343	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	California	From:Fruit Ave To:Ventura St Dist:1.0	\$11,872,000
Fresno, City of	FRE111345	Widen to 6 Lanes(Measure C Project K5b in the Urban Regional Program)	Herndon Ave	From:Milburn To:Brawley Ave Dist:N/A	\$5,208,000
Fresno, City of	FRE111346	Widen from 4 LD to 6 LD(Measure C Project K10 in the Urban Regional Program)	Herndon Ave	From:Weber To:Polk Dist:1.5	\$6,384,000

Fresno, City of	FRE111350	Widen Herndon, Polk to Milburn from 4LD to 6 LD and widen BNSF Overpass Bridge to 6 LN(Measure C Project K11 in the Urban Regional Program)	Herndon Ave	From:Polk To:Milburn Dist:0.6	\$7,236,000
Fresno, City of	FRE111353	Widen Undercrossing to 5 LN	N/A	Intersection From:Herndon Ave To:SR 99 Dist:N/A	\$26,365,000
Huron, City of	FRE020135	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	Lassen Avenue	From:4th To:9th Dist:N/A	\$451,000
Huron, City of	FRE020136	In Huron - On Central Avenue Between Huron and 9th Streets - Provide Traffic Flow Improvements and Expand Park and Ride Lot	Central Ave	From:Huron To:9th St Dist:N/A	\$129,000
Huron, City of	FRE020624	In Huron - Lump-Sum Construction of Median Islands and Landscaping on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$240,000
Huron, City of	FRE092611	Street Improvements from Los Angeles to Lassen Ave. Overlay existing pavement and construct new to widen narrow pavement.	Railroad Avenue	From:Los Angeles To:Lassen Ave Dist:N/A	\$357,000
Huron, City of	FRE110141	City of Huron: Palmer Avenue, Giffen Drive, Mouren Drive & N Street; Construction if new sidewalks	Palmer Avenue, Giffen Drive, Mouren Drive, and	From:multi-family developments To:Mouren Elementary School Dist:N/A	\$345,000
Kerman, City of	FRE070610	West Kearney Blvd from West of Madera Ave. to Del Norte Ave., install median islands with landscaping, grind, and regrade existing pavement, and install new AC pavement.	West Kearney Blvd	From:Madera Ave. To:Del Norte Ave. Dist:N/A	\$899,000
Kerman, City of	FRE090124	Construct CNG filling station at City Corporate Yard.		From:N/A To:N/A Dist:N/A	\$362,000
Kerman, City of	FRE090613	Replace rough pavement on Stanislaus Ave. from Madera Ave. to Merlot Ave.		From:N/A To:N/A Dist:N/A	\$308,000
Kerman, City of	FRE092531	Rehabilitate pavement on Stanislaus Ave from 200 Feet West of Madera Ave. to 150 Feet East of 8th Street	Stanislaus Ave	From:200 Feet West of Madera Ave To:150 Feet east of 8th Street Dist:N/A	\$138,000
Kerman, City of	FRE110116	Various Streets; Bike Lanes	Siskiyou Ave, Del Norte Ave, First St, Vineland Ave, California Ave, Kearney Blvd	From:N/A To:N/A Dist:N/A	\$161,000
Kerman, City of	FRE110142	Purchase Two Electric Vehicles			\$34,000

Kerman, City of	FRE110624	First Street: Kearney to Whitesbridge; Rehabilitation	First Street	From:Kearney Blvd To:Whitebridge Rd Dist:N/A	\$488,000
Kerman, City of	FRE110625	Middleton Avenue; First St to Del Norte Ave; Rehabilitation	Middleton Ave	From:First St To:Del Norte Ave Dist:N/A	\$136,000
Kings Canyon Unified School District	FRE070112	Lease to purchase and/ or purchase of 9 CNG school buses to replace existing fleet.			\$2,933,000
Kings Canyon Unified School District	FRE110146	Replacement of 3 (Requested 5)-1984 to 1990 gross polluting school buses with new Plug-In Hybrid Electric Powered Utility School Buses (HEV)			\$684,000
Kingsburg, City of	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra St. (SR 201) to Stroud Ave.		From:N/A To:N/A Dist:N/A	\$129,000
Kingsburg, City of	FRE041817	In the City of Kingsburg, on 18th Avenue, from Kamm Ave to Solig Avenue. Construct median island with landscaping and irrigation.	18th Ave	From:Kamm To:Solig Dist:N/A	\$158,000
Kingsburg, City of	FRE070110	Construct Class I bike path along Golden State Boulevard from Mountain View Ave to Bethel Ave.		From:N/A To:N/A Dist:N/A	\$360,000
Kingsburg, City of	FRE070113	Construct pedestrian facilities along Sierra Street at the UPRR track crossing near Simpson Street. Improvements include sidewalks, curb ramps and track platform improvements.	Sierra Street	From:UPRR track crossing To:Simpson Street Dist:N/A	\$320,000
Kingsburg, City of	FRE070114	Construct Class I bicycle and pedestrian pathway along Madsen Avenue between the eastern edge of shoulder and the Cole Slough.	Madsen Ave	From:Eastern Edge of Shoulder To:Cole Slough Dist:N/A	\$236,000
Kingsburg, City of	FRE070115	Construct Class II bicycle pathway along Lewis Street between Simpson Street and 18th Avenue.	Lewis St	From:Simpson St To:18th Ave Dist:N/A	\$304,000
Kingsburg, City of	FRE070611	On 18th Ave. from Stroud Ave. to Tulare St. Pavement reconstruction and drainage improvements.	18th Ave	From:Stroud Ave To:Tulare St Dist:N/A	\$346,000
Kingsburg, City of	FRE071808	Install and landscape median island, Sierra Street between Bethel Ave. and SR99	Sierra Street	From:Bethel Ave. To:SR99 Dist:N/A	\$420,000
Kingsburg, City of	FRE090114	Construct transit stop facilities along Sierra Street east of Rafer Johnson Drive.		From:N/A To:N/A Dist:N/A	\$109,000
Kingsburg, City of	FRE090125	Construct bikelanes along 14th Avenue from Sierra to Stroud Ave.		From:N/A To:N/A Dist:N/A	\$154,000
Kingsburg, City of	FRE090614	Reconstruction of Sierra Street from Rafer Johnson Drive to SR 99.		From:N/A To:N/A Dist:N/A	\$250,000

Kingsburg, City of	FRE092801	Reconstruct roadway, drainage and accessibility facilities along Draper Street	Draper Street	From:na To:na Dist:N/A	\$210,000
Kingsburg, City of	FRE110117	Construct In-Pavement Lighted Crosswalk at 10th Avenue and Union Street	N/A	Intersection From:10th Ave To:Union St Dist:N/A	\$65,000
Kingsburg, City of	FRE110118	Construct In-Pavement Lighted Crosswalk at Rafer Johnson Dr. and Sierra St	N/A	Intersection From:Sierra Street To:Rafer Johnson Dr. Dist:N/A	\$65,000
Kingsburg, City of	FRE110143	Coordinate Traffic Signals Located on Sierra Street from 18th Avenue to 6th Avenue	Sierra Street	From:18th Avenue To:6th Avenue Dist:N/A	\$296,000
Kingsburg, City of	FRE110144	Construct a sidewalk on the South side of Sierra St. from Lincoln St. to Ellis St.	South side of Sierra Street	From:Lincoln Street To:Ellis Street Dist:N/A	\$32,000
Kingsburg, City of	FRE110145	Construct a sidewalk on the North Side of Sierra St from 16th Ave to 18th Ave	Sierra Street	From:16th To:18th Dist:N/A	\$34,000
Kingsburg, City of	FRE110602	Orange Avenue Reconstrution from 916 Orange Avenue to 6th Avenue Drive	Orange Ave	From:916 Orange Ave To:6th Avenue Drive Dist:N/A	\$110,000
Kingsburg, City of	FRE110626	Sixth Avenue Reconstruction from Sierra Street to Kern Street	Sixth Ave	From:Sierra St To:Kern St Dist:N/A	\$193,000
Kingsburg, City of	FRE110627	Lincoln Street Reconstruction from Sierra Street to 18th Street	Lincoln Street	From:Sierra Street To:18th Street Dist:N/A	\$161,000
Kingsburg, City of	FRE110628	Earl Street Reconstruction from California Street to 18th Avenue	Earl Street	From:California Street To:18th Ave Dist:N/A	\$131,000
Mendota, City of	FRE020141	In Mendota - Construct At-Grade Pedestrian/Bike Crossing Across 2nd and 5th Streets Over Railroad Tracks.	Over Railroad Tracks	From:2nd Street To:5th Street Dist:N/A	\$446,000
Mendota, City of	FRE070116	Pave three unimproved alleys bounded by 7th Street and 8th Street.	various	From:various To:various Dist:N/A	\$182,000
Mendota, City of	FRE070612	On 9th Street from Oller St. to Marie St. Reconstruction and resurfacing of existing road.	9th Street	From:Oller St. To:Marie St. Dist:N/A	\$315,000
Mendota, City of	FRE071809	Beautification/Reconstruction of Derrick Ave. (SR33) 7th St. Intersection.		From:N/A To:N/A Dist:N/A	\$282,000
Mendota, City of	FRE092808	Rehabilitate street surface & improve sidewalks on 6th Street from Oller (Hwy 180) to Derrick (Hwy 33)	6th Street	From:Oller (Hwy 180) To:Derrick (Hwy 33) Dist:N/A	\$179,000
Mendota, City of	FRE110119	Purchase of 3 Pick-up Trucks; 3 CNG Pick-Up Trucks; Replacement units for City of Mendota		From:N/A To:N/A Dist:N/A	\$99,000

Mendota, City of	FRE110629	Naples Street; from 2nd Street to 4th Street; Reconstruction	Naples Street	From:2nd Street To:4th Street Dist:N/A	\$454,000
Orange Cove, City of	FRE040114	Rails to Trails project. One and one half mile bike and pedestrian trail along abandoned BNSF rail line at a diagonal between Hills Valley Rd and Adams Ave.	Along BNSF Rail Line	From:Hills Valley Rd To:Adams Ave Dist:N/A	\$1,021,000
Orange Cove, City of	FRE070613	South Ave. from Anchor Ave. to Monson Ave. Reconstruction to standard and widen shoulder.	South Ave.	From:Anchor Ave. To:Monson Ave. Dist:N/A	\$1,178,000
Orange Cove, City of	FRE090126	Install sidewalks on Fourth and Fifth Streets from South Avenue to Railroad Avenue.		From:N/A To:N/A Dist:N/A	\$145,000
Orange Cove, City of	FRE090615	Reconstruct East Railroad Avenue from Hills Valley Road to Fourth Street.		From:N/A To:N/A Dist:N/A	\$237,000
Orange Cove, City of	FRE092612	Center Street: Between Adams and Park; reconstruction.		From:N/A To:N/A Dist:N/A	\$509,000
Orange Cove, City of	FRE110120	B, C and D Street; Center to Fourth; Sidewalks	B, C, And D Streets	From:Center St To:Fourth St Dist:N/A	\$125,000
Orange Cove, City of	FRE110147	Park Ave, Anchor Ave, and Jacobs Ave; Sidewalk Construction	1) Park Blvd 2) Anchor Ave 3) Jacob Ave	From:1) Anchor Ave 2) Park Blvd 3) Adams Ave To:1) 900 Feet West 2) 400 Feet South 3) 400 Feet North Dist:N/A	\$160,000
Orange Cove, City of	FRE110630	Center Street: South Ave to Park Blvd.; Reconstruction	Center Street	From:South Ave To:Park Blvd Dist:N/A	\$780,000
Parlier Unified School District	FRE090122	Replacement of 2 gross polluting school buses with cleaner Diesel Buses.	NA		\$340,000
Parlier, City of	FRE092613	Manning Ave. btw. Academy Ave. and Whitener Ave. Spot repair, resurfacing and restriping of Manning Ave. between Academy Ave. and Whitener Ave.	Manning Ave.	From:Academy Ave. To:Whitener Ave. Dist:N/A	\$391,000
Parlier, City of	FRE092804	Road paving and resurfacing: E Parlier Ave-Milton Ave to Mendocino Ave. and Mendocino Ave-E. Parlier Ave. to Fifth St.	various	From:various To:various Dist:N/A	\$249,000
Reedley, City of	FRE020633	Intersection of Dinuba and Buttonwillow Construct a modern roundabout, widen and improve intersection approaches.	N/A	Intersection From:Dinuba Ave To:Buttonwillow Ave Dist:N/A	\$1,058,000
Reedley, City of	FRE040115	Install sidewalks and ramps on both sides of Manning Ave. between Frankwood and	Manning Ave	From:Frankwood Ave To:Buttonwillow Ave Dist:N/A	\$690,000

		Buttonwillow Ave.			
Reedley, City of	FRE040609	Frankwood Ave. from 900 ft north of Parlier to Manning. Reconstruct & overlay, remove & replace curb, gutter & sidewalks, ROW acquisition.	Frankwood Ave	From:Manning Ave To:North City Limits Dist:N/A	\$940,000
Reedley, City of	FRE070614	N. Frankwood Ave. between Manning Ave. to the north and North Ave. to the south. Realignment and reconstruction. Move east curb line back to its proper alignment matching the existing curb return	N. Frankwood Ave.	From:various To:various Dist:N/A	\$855,000
Reedley, City of	FRE070615	Reed Avenue Reconstruction and Widening 2 LU to 4 LD from I Street to South Avenue.	Reed Ave	From:I street To:South Ave Dist:1	\$2,622,000
Reedley, City of	FRE090115	Construction of a clean air alternative fueling center for compressed natural gas (CNG), ultra Low Sulfur Diesel, bio-diesel and E-85 ethanol fuel to be located in the Regional Transportation Center.	N/A	From:N/A To:N/A Dist:N/A	\$1,195,000
Reedley, City of	FRE090116	Purchase 3 CNG Garbage Trucks to replace existing fleet.	N/A	From:N/A To:N/A Dist:N/A	\$526,000
Reedley, City of	FRE090616	Construct medians on North Frankwood Ave. from Manning Ave. to north city limits replacing the center dual turn lane & installing street lights & in-pavement x-walk at elementary school.	Frankwood Ave	From:Manning Ave To:North City Limits Dist:N/A	\$564,000
Reedley, City of	FRE110121	On I st from Manning to 13th-Install Traffic Interconnect and Signal Synchronization Hardware and Software	I street	From:Manning To:13th Dist:N/A	\$295,000
Reedley, City of	FRE110148	Add approximately 2700' of bicycle and pedestrian pathway to provide connectivity from the existing Rails and Trails pathway to the newly constructed Reedley Sports Park	Reedley Parkway Trail	From:Rails to Trails pathway To:Reedley Sports Park Dist:N/A	\$240,000
Reedley, City of	FRE110605	On 11th St between North Avenue & the Alley between B Street & C Street, Reconstruct Pavement, SW, C&G, 10" SS Line, Water Crossings and Appurt. Facilities	11th St	From:N North Ave To:Alley between B St and C St Dist:N/A	\$244,000
San Joaquin, City of	FRE040116	Lump Sum Traffic Flow Improvements		From:N/A To:N/A Dist:N/A	\$97,000
San Joaquin, City of	FRE070616	Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.	Main Street	From:Arizona Ave. To:Placer Ave. Dist:N/A	\$717,000
San Joaquin, City of	FRE090128	Install concrete sidewalk at various locations where there is none along Colorado Avenue and Main St.		From:N/A To:N/A Dist:N/A	\$53,000

San Joaquin, City of	FRE092532	Install concrete curb, gutter and sidewalk and asphalt paving for bike and parking lanes on Colorado Ave: Sutter Ave to 6th St.	Colorado Ave	From:Sutter Ave. To:6th Street Dist:N/A	\$344,000
San Joaquin, City of	FRE110123	Colorado: Sixth to 1000 Feet North; Construct Sidewalk	Colorado Ave	From:Sixth St To:1000' Northwest Dist:N/A	\$46,000
San Joaquin, City of	FRE110607	Main Street: California Ave to Arizona Ave; Rehabilitation	Main Street	From:California Ave To:Arizona Ave Dist:N/A	\$42,000
Sanger, City of	FRE020150	In Sanger - Lump-Sum Traffic Flow Improvements at Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$386,000
Sanger, City of	FRE040611	City of Sanger/ County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.		From:N/A To:N/A Dist:N/A	\$772,000
Sanger, City of	FRE070617	Academy Ave between North and 11th. Combination overlay/ reconstruction and widening.	Academy Ave.	From:North To:11th Dist:N/A	\$3,916,000
Sanger, City of	FRE090117	Purchase 1 CNG vehicle.		From:N/A To:N/A Dist:N/A	\$73,000
Sanger, City of	FRE090127	Construct CNG filling station at City Corporation Yard.		From:N/A To:N/A Dist:N/A	\$341,000
Sanger, City of	FRE090617	Reconstruct Fifth Street from Greenwood Ave. to Academy Ave.		From:N/A To:N/A Dist:N/A	\$564,000
Sanger, City of	FRE092614	Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$467,000
Sanger, City of	FRE092802	Pulverize and replace existing AC paving on Church Ave. between Bethel and Greenwood	Church Ave.	From:Bethel Ave. To:Greenwood Dist:N/A	\$467,000
Sanger, City of	FRE110122	Expand CNG Filling Station at City Corporation Yard			\$261,000
Sanger, City of	FRE110149	Purchase CNG Refuse Truck; Replace diesel truck			\$150,000
Sanger, City of	FRE110631	Greenwood Ave: North Ave to Jensen Ave; Rehabilitation	Greenwood Avenue	From:North Ave To:Jensen Ave Dist:N/A	\$770,000
Selma, City of	FRE020645	In Selma - Reconstruct Floral Ave./ Selma Branch Canal Crossing. 6 ft. block wall, wheelchair ramps, in-pavement crosswalk lights, split-rail fencing, warning signs.		From:N/A To:N/A Dist:N/A	\$131,000
Selma, City of	FRE041819	In Selma, along the Consolidated Irrigation District's Selma Branch Canal from Floral Avenue to Lincoln Middle School. Construct		From:N/A To:N/A Dist:N/A	\$752,000

		class I bicycle path.			
Selma, City of	FRE070618	Floral Ave. between McCall Ave and Dockery Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance warning lights.	Floral Ave	From:McCall Ave To:Dockery Ave Dist:N/A	\$851,000
Selma, City of	FRE070619	Wright St between Arrants St. and Dinuba Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance	Wright St.	From:Arrants St. To:Dinuba Ave. Dist:N/A	\$1,368,000
Selma, City of	FRE071810	Class I Bikeway and two Rest areas, between North and Third Streets.		From:N/A To:N/A Dist:N/A	\$284,000
Selma, City of	FRE071811	Class I Bikeway, Selma Branch Canal between Floral Ave. and Stillman Street.	Floral and Stillman	From:Floral To:Stillman Dist:N/A	\$766,000
Selma, City of	FRE090129	Purchase 6 GEM electric vehicles and 2 Columbia Electric Vehicles to replace existing city fleet vehicles.		From:N/A To:N/A Dist:N/A	\$138,000
Selma, City of	FRE090620	Whitson Ave. and Thompson Ave. Intersection. Provide left and right turn channelization and phasing for existing signal. Connect existing signal to interconnect system.		From:N/A To:N/A Dist:N/A	\$452,000
Selma, City of	FRE092615	Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$434,000
SouthWest Transportation Agency	FRE070118	Lease to purchase and/ or purchase- 10 CNG school buses to replace 10 diesel school buses.	NA		\$3,058,000
SouthWest Transportation Agency	FRE070119	Purchasing a Rule 1186-certified CNG Street Sweeper to replace diesel sweeper.	NA	From:NA To:NA Dist:N/A	\$150,000
USDA Forest Service	FRE041820	Along the San Joaquin River from the Kerchoff Reservoir to the Upper Redinger Reservoir. Construct multi-modal trail.	various	From:various To:various Dist:N/A	\$537,000
Various Agencies	FRE040401	Lump-Sum HES/ HSIP		From:N/A To:N/A Dist:N/A	\$4,249,045
Various Agencies	FRE040402	High Risk Rural Road Lump Sum		From:N/A To:N/A	\$559,000
Various Agencies	FRE040501	Lump-Sum Highway Bridge Replacement/Rehabilitation Program		From:N/A To:N/A	\$66,840,292

Various Agencies	FRE041001	Lump-Sum Roadside Preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5	From:N/A To:N/A	\$16,009,000
Various Agencies	FRE070701	Lump Sum 130-Railroad Grade Crossing Protections Program		From:N/A To:N/A Dist:N/A	\$4,799,000
Various Agencies	FRE071003	Lump-Sum Bridge Preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A	\$18,677,000
Various Agencies	FRE071004	Lump-Sum Mobility Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	41	From:N/A To:N/A	\$22,727,000
Various Agencies	FRE071007	Lump-Sum Roaway preservation Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	43	From:N/A To:N/A	\$47,131,000
Various Agencies	FRE071010	Lump-Sum Collision Reduction Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	41	From:N/A To:N/A	\$20,833,000
Various Agencies	FRE071901	Safe Routes to School lump sum	99	From:N/A To:N/A	\$1,460,000
Various Agencies	FRE091001	Lump-Sum Mandates Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	99	From:N/A To:N/A	\$7,504,000
Various Agencies	FRE092609	Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		From:N/A To:N/A Dist:N/A	\$7,134,000
Westcare California	FRE095324	Purchase of 1 Minivan			\$48,000
TOTAL					\$1,685,176,337

**Exhibit 6-5
TRANSIT
Financially Constrained Federal Transportation Improvements Program Projects
(2010/11 through 2013/14)**

AGENCY	PROJECT ID	TITLE	SOURCE	TOTAL
Fresno Area Express (FAX)	FRE090111	Transit Signal Prioritization	CMAQ - Congestion Mitigation	\$ 1,566,000
Fresno Area Express (FAX)	FRE090112	6 CNG Paratransit Vehicles	CMAQ - Congestion Mitigation	\$ 618,000
Fresno Area Express (FAX)	FRE090113	Purchase 6 CNG Buses	CMAQ - Congestion Mitigation	\$ 2,442,000
Fresno Area Express (FAX)	FRE110128	Purchase 3 60' Articulated CNG Buses	CMAQ - Congestion Mitigation	\$ 2,640,000
Fresno Area Express (FAX)	FRE021501	Section 5307 Planning Projects	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 500,000
Fresno Area Express (FAX)	FRE021502	Various Planning Projects	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 500,000
Fresno Area Express (FAX)	FRE021503	Section 5307 Preventive Maintenance	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 8,000,000
Fresno Area Express (FAX)	FRE021504	Contracted Paratransit	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 4,125,000
Fresno Area Express (FAX)	FRE021505	Capital Lease-Handy Ride	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 175,000
Fresno Area Express (FAX)	FRE021506	Capital Lease	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 400,000
Fresno Area Express (FAX)	FRE021510	Transit Enhancements	FTA Funds - 5307 - Urbanized Area Formula Program	\$ 125,000
Fresno Area Express (FAX)	FRE092521	Parking Shelters with Solar Panels	Loc Funds - Agency	\$ 2,000,000
Fresno Area Express (FAX)	FRE092522	Handy Ride Fleet Refurbish/Rebrand	Loc Funds - Agency	\$ 450,000
Fresno Area Express (FAX)	FRE092602	Remodel Existing Transit Facility	Loc Funds - Agency	\$ 2,250,000
Fresno Area Express (FAX)	FRE110616	Rehabilitate Downtown Bus Shelters	RSTP - STP Regional	\$ 500,000
Fresno Area Express (FAX)	FRE111356	Bus Rapid Transit (BRT)	State Bond - Public Transportation Modernization, Impro	\$ 1,995,000
Fresno Area Express (FAX)	FRE111357	CNG Engine Retrofits	State Bond - Public Transportation Modernization, Impro	\$ 1,800,000

Fresno County Economic Opportunities Commission	FRE072206	Operating Costs	Loc Funds - Agency	\$ 341,000
Fresno County Economic Opportunities Commission	FRE072207	Operating costs	Loc Funds - Agency	\$ 349,000
Fresno County Rural Transit Agency	FRE041405	Natural Gas Bus	CMAQ - Congestion Mitigation	\$ 266,000
Fresno County Rural Transit Agency	FRE090120	Purchase CNG Vans	CMAQ - Congestion Mitigation	\$ 288,000
Various Agencies	FRE095317	New Freedom	FTA Funds - 5317 - New Freedom Program	\$ 86,000
Various Agencies	FRE095316	Job Access and Reverse Commute	FTA Funds - Job Access and Reverse Commute Program (531)	\$ 239,000
ARC Fresno	FRE095328	Bus Purchase	FTA Funds - 5310 Elderly & Disabilities	\$ 114,000
Fresno Area Express (FAX)	FRE095318	Transportation Needs Project	FTA Funds - 3037 Job Access and Reverse Commute	\$ 250,000
Fresno Area Express (FAX)	FRE095320	Bus Stop Efficiency Improvements	FTA Funds - 5317 - New Freedom Program	\$ 85,000
Fresno Area Express (FAX)	FRE095321	Bus Stop Concrete Improvements	FTA Funds - 5317 - New Freedom Program	\$ 150,000
Fresno Area Express (FAX)	FRE095322	Trip Efficiency Program	FTA Funds - 5317 - New Freedom Program	\$ 21,000
Fresno Area Express (FAX)	FRE095329	Trip Efficiency Program: Operating Expe	FTA Funds - 5317 - New Freedom Program	\$ 80,000
Fresno County Economic Opportuniti	FRE095323	Bus Purchase	FTA Funds - 5310 Elderly & Disabilities	\$ 644,000
Westcare California	FRE095324	Vehicle Purchase	FTA Funds - 5310 Elderly & Disabilities	\$ 48,000
TOTAL				31,655,000

EXHIBIT 6-6

CAPACITY INCREASING PROJECT LIST

2010 THROUGH 2035

Agency	TIP/RTP Project ID	CTIPS Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								Complete
			Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035	Date
Kingsburg	1062	20300000555	2 lanes to 4 lanes	18th	Mountain View to Stroud	\$1,875,000.00							X	X	2025
Kingsburg	924		2 LU to 4 LU	18th Avenue/Mendocino	Stroud ave. to SR 99	\$682,000.00				X	X	X	X	X	2015
Kingsburg	1066		New 4 lane Expressway	Academy Parkway	Mountain View to Simpson	\$4,500,000.00					X	X	X	X	2020
City of Fresno	933		2 LU to 4 LD	American	Orange to Maple	\$1,200,000.00							X	X	2030
County of Fresno	1075		2 LU to 4 LD	American	SR 41 to SR 99	\$6,500,000.00							X	X	2030
Clovis	400		3 LD to 4 LD Incl Median Landscaping, some portions already exist as 4LD	Ashlan	Armstrong to Temperance	\$1,100,000.00	X	X	X	X	X	X	X	X	2010
Clovis	305		3 LU to 4 LD	Ashlan	Dewolf to Leonard	\$1,100,000.00				X	X	X	X	X	2015
Clovis	303		2 LU to 4 LD	Ashlan	Leonard to Highland	\$5,600,000.00				X	X	X	X	X	2015
City of Fresno	195		2 LD to 4 LD	Ashlan	Cornelia to Blythe	\$650,000.00				X	X	X	X	X	2015
Clovis	304		2LU to 4LD	Ashlan	Highland to Thompson	\$2,800,000.00					X	X	X	X	2018
City of Fresno	196	20300000566	2 LU to 4 LD	Ashlan	Polk to Cornelia	\$750,000.00					X	X	X	X	2020
City of Fresno	940		Unconstructed to 4 LD	Ashlan	Garfield to Grantland	\$1,000,000.00					X	X	X	X	2020
City of Fresno	106		2LD to 4 LD	Ashlan	Bryan to Polk	\$1,350,000.00					X	X	X	X	2020
Clovis	306		2LU to 4LD	Ashlan	Thompson to McCall	\$2,800,000.00					X	X	X	X	2020
City of Fresno	108		2 L to 4 LD	Ashlan	Grantland to Bryan	\$650,000.00							X	X	2025
Caltrans	208		Interchange Improvements	Ashlan	Grade separation @ UPRR & SR 99 interchange	\$7,600,000.00								X	2035
County of Fresno	564		2 LU to 4 LD	Auberry	Copper to Millerton (W)	\$51,050,000.00							X	X	2030
City of Fresno	210		3 LD to 4 LD (add WB Lane)	Belmont	Clovis to Fowler	\$1,700,000.00		X	X	X	X	X	X	X	2012
City of Fresno	256		3 LU to 4 LD (add WB lane)	Belmont	Fowler to Armstrong	\$500,000.00					X	X	X	X	2020
City of Fresno	255		2 LU & 4LU to 4 LD	Belmont	Brawley to SR 99	\$1,700,000.00							X	X	2025
City of Fresno	249		2 LU to 4 LD	Belmont	Armstrong to Temperance	\$900,000.00							X	X	2025

City of Fresno	945	2 LU to 4 LD	Belmont	Grantland to Brawley	\$3,600,000.00								X	X	2030
City of Fresno	153	2 LU to 4 LD	Brawley	Palo Alto to Herndon	\$300,000.00	X	X	X	X	X	X		X	X	2010
City of Fresno	212	2 LU to 4 LD	Brawley	S of Shaw to Ashlan	\$1,000,000.00				X	X	X		X	X	2015
City of Fresno	183	4 LU to 4LD	Bullard	Fruit to Palm	\$2,000,000.00								X	X	2030
City of Fresno	253	4 LD to 6 LD	Bullard	Blackstone to Fresno	\$5,000,000.00								X	X	2030
City of Fresno	198	Widen to 6 L	Cedar	Belmont to Turner	\$1,000,000.00								X	X	2025
County of Fresno	529	2 LU to 4 LD	Central	SR 99 to Golden State	\$1,000,000.00				X	X	X		X	X	2015
County of Fresno	513	2 L to 4 LD	Central	Willow to Clovis	\$3,000,000.00								X	X	2030
County of Fresno	515	2 LU to 4 LD	Central	Goldenstate to Willow	\$1,000,000.00								X	X	2030
County of Fresno	512	2 LU to 4 LD	Chestnut	American to SR 99	\$2,000,000.00								X	X	2030
Clovis	410	3 LD to 4 LD	Clovis	Nees to Teague	\$1,100,000.00		X	X	X	X	X		X	X	2012
Clovis	293	Construct new 6 L divided arterial	Clovis	Copper to Shepherd	\$14,922,000.00					X	X		X	X	2020
Clovis	1082	Unconstructed to 6 LD	Clovis	Behymer to Copper	\$8,100,000.00								X	X	2025
City of Fresno	217	2 LU to 6 LD	Copper	Friant to Cedar	\$5,000,000.00		X	X	X	X	X		X	X	2012
City of Fresno	1045	2 LU to 4 LD	Copper	Cedar to Willow	\$3,500,000.00					X	X		X	X	2020
Clovis	286	2 LU to 4 LDU	Copper	Willow to Clovis	\$10,000,000.00								X	X	2025
City of Fresno	1048	4 LD to 6 LD	Copper	Cedar to Chestnut	\$1,500,000.00								X	X	2025
City of Fresno	921	Additional SB off lane and dual lefts on Divisadero at NB on ramp	Divisadero	SR 41 on/off ramps	\$2,000,000.00					X	X		X	X	2020
City of Fresno	964	2 LU to 4 LD	Elm	Central to North	\$1,000,000.00					X	X		X	X	2020
City of Fresno	188	2 LU to 4 LD, need right-of-way	Fowler	Kings Canyon to Belmont	\$3,500,000.00		X	X	X	X	X		X	X	2012
Clovis	435	2 LU to 4 LD	Fowler	Nees to (Shepherd) Enterprise Bridge	\$6,000,000.00					X	X		X	X	2020
City of Fresno	968	2 LU to 4 LD	Fowler	Jensen to Hamilton	\$600,000.00					X	X		X	X	2020
City of Fresno	187	2 LU to 4 LU	Fowler	Belmont to Gould Canal	\$5,000,000.00								X	X	2025
City of Fresno	969	2 LU 4 LD	Fowler	Hamilton to Kings Canyon	\$600,000.00								X	X	2030
County of Fresno	535	2 LU to 4 LD	Friant	Lost Lake Park to North Fork Road	\$4,100,000.00	X	X	X	X	X	X		X	X	2010
City of Fresno	920	6 LD to 8 LD	Friant	SR 41 to Audubon	\$3,000,000.00								X	X	2025

2011 Regional Transportation Plan

Council of Fresno County Governments

City of Fresno	248		4 LD to 6 LD	Friant	Shepherd to Copper	\$18,000,000.00								X	X	2025
City of Fresno	178		2L to 4LI	Golden State	Shaw to Ashlan	\$1,300,000.00				X	X	X	X	X	X	2015
City of Fresno	112		2 L to 4 L	Golden State	Herndon to Veterans	\$1,000,000.00					X	X	X	X	X	2020
City of Fresno	176		2 L to 4 L	Golden State	Veterans to Shaw	\$1,800,000.00					X	X	X	X	X	2020
City of Fresno	234		2 LU to 6 LD	Grantland	Shields to Ashlan	\$4,000,000.00					X	X	X	X	X	2020
City of Fresno	976		2LD to 4 LD	Grantland	Belmont to Shields	\$1,000,000.00					X	X	X	X	X	2020
City of Fresno	974		2 LU to 4 LD	Grantland	Shaw to Parkway	\$1,800,000.00								X	X	2030
City of Fresno	975		2 LU to 4 LU	Grantland	Shaw to Veterans	\$600,000.00								X	X	2030
City of Fresno	1037		New 6 LD Superarterial 4 LD to 6 LD	Grantland/Veteran's Blvd	Ashlan to Gettysburg	\$1,500,000.00				X	X	X	X	X	X	2015
City of Fresno	1031	20300000369		Herndon	Marks to Valentine	\$1,900,000.00	X	X	X	X	X	X	X	X	X	2010
City of Fresno	1032	20300000370		Herndon	SR 99 to Weber	\$3,200,000.00	X	X	X	X	X	X	X	X	X	2010
Clovis	288	20300000556		Herndon	Clovis to Sunnyside	\$2,200,000.00	X	X	X	X	X	X	X	X	X	2011
Clovis	1069	20300000557		Herndon	Sunnyside to Fowler	\$1,325,000.00		X	X	X	X	X	X	X	X	2013
City of Fresno	200	20300000568		Herndon	Add new WB auxiliary lane for SB on-ramp 2 LU to 6 LD	\$1,500,000.00				X	X	X	X	X	X	2015
Clovis	324			Herndon	SR 41 to Fresno	\$2,600,000.00				X	X	X	X	X	X	2017
Clovis	438			Herndon	Temperance to Locan	\$2,700,000.00				X	X	X	X	X	X	2017
City of Fresno	1033			Herndon	Locan to DeWolf	\$2,000,000.00				X	X	X	X	X	X	2017
City of Fresno	1035			Herndon	Valentine to Brawley	\$2,000,000.00				X	X	X	X	X	X	2017
City of Fresno	1036			Herndon	Polk to Weber	\$3,500,000.00				X	X	X	X	X	X	2017
City of Fresno	1076			Herndon	Milburn to Polk	\$3,000,000.00					X	X	X	X	X	2020
Clovis	322			Herndon	Brawley to Milburn	\$12,000,000.00								X	X	2025
City of Fresno	115			Hughes	DeWolf to McCall	\$3,000,000.00				X	X	X	X	X	X	2015
City of Fresno	1023			Hughes	Neilsen to McKinley	\$1,500,000.00					X	X	X	X	X	2020
City of Fresno	260			Jensen	Church to Whites Bridge	\$1,500,000.00				X	X	X	X	X	X	2015
City of Fresno	237			Jensen	Fruit to Martin	\$25,000,000.00					X	X	X	X	X	2020
City of Fresno	118			Jensen	Luther King Blvd	\$3,000,000.00								X	X	2025
City of Fresno	121			Jensen	Cherry to Clovis	\$4,000,000.00								X	X	2025
City of Fresno	125			Kings Canyon	Marks to Fruit	\$1,000,000.00				X	X	X	X	X	X	2015

City of Fresno	194	2 LU to 4 LD	Kings Canyon	Armstrong to Temperance	\$1,000,000.00				X	X	X	X	X	2016
County of Fresno	542	2LU to 4 LD	Manning	Alta to Hill	\$6,000,000.00							X	X	2025
County of Fresno	543	2 LU to 4 LD	Manning	Buttonwillow to Alta	\$7,000,000.00							X	X	2030
City of Fresno	987	2 LU to 3 LU	Marks	Weber to Dakota	\$350,000.00			X	X	X	X	X	X	2015
City of Fresno	117	2 LU to 4 LD	Marks	Neilsen to McKinley	\$2,400,000.00				X	X	X	X	X	2020
City of Fresno	142	2 LU to 4 LD	Marks	McKinley to Parkway	\$1,900,000.00				X	X	X	X	X	2020
City of Fresno	116	2 LU to 4 LD	Marks	Jensen to Whitesbridge	\$3,000,000.00				X	X	X	X	X	2020
City of Fresno	986	2 LU to 4 LU	Marks	North to Jensen	\$1,300,000.00						X	X	X	2025
Clovis	338	2 LU to 6 LD	McCall	Griffith to Shaw	\$9,000,000.00						X	X	X	2030
Clovis	336	2 LU to 6 LD	McCall	Shaw to Bullard	\$7,000,000.00						X	X	X	2030
Clovis	337	2 LU to 6 LD	McCall	Bullard to Herndon	\$7,000,000.00						X	X	X	2030
Clovis	444	Unconstructed to 6 LD	McCall	Herndon to Shepherd	\$17,000,000.00								X	2035
City of Fresno	238	2 LU to 4 LD widen SR 99 bridge	McKinley	Grantland to Golden State	\$15,000,000.00						X	X	X	2025
City of Fresno	266	Unconstructed to 4 LU	McKinley	Sunnyside to Fowler	\$2,000,000.00						X	X	X	2025
County of Fresno	549	2 LU to 4 LD	Millerton	Friant to Table Mountain	\$31,950,000.00			X	X	X	X	X	X	2015
County of Fresno	511	2 LU to 4 LD	Millerton Road	Table Mountain Rd to Auberry Road	\$8,340,000.00						X	X	X	2030
Selma	1101	Interchange improvements. Widen overcrossing 2 L to 4 L and improve on/off ramps	Mountain and SR 99 Overcrossing	Mountain View at SR 99 Overcrossing	\$45,000,000.00				X	X	X	X	X	2020
County of Fresno	553	2 LU to 4 LD	Mountain View	Bethel to e/o Smith (Tulare County Line)	\$30,000,000.00	X	X	X	X	X	X	X	X	2013
Clovis	347	3 LU to 4 LD	Nees	Cindy to Chapel Hill	\$200,000.00	X	X	X	X	X	X	X	X	2012
Clovis	1106	2 LU to 3 LU with 2WLTL	Nees	Sunnyside to Armstrong	\$603,400.00	X	X	X	X	X	X	X	X	2013
City of Fresno	130	3 LU to 4 LD	Nees	Maple to Willow	\$800,000.00				X	X	X	X	X	2015
Clovis	289	3 LD to 4 LD	Nees	Armstrong to Temperance	\$500,000.00				X	X	X	X	X	2015
Clovis	414	2 LU to 4 LD	Nees	Temperance to Locan	\$3,000,000.00				X	X	X	X	X	2015
Clovis	346	3 LD to 4 LD	Nees	Minnewawa to Clovis	\$993,000.00					X	X	X	X	2018
Clovis	416	2 LU to 4 LD Complete	Nees	Clovis to Armstrong	\$4,000,000.00					X	X	X	X	2018

2011 Regional Transportation Plan

Council of Fresno County Governments

			incomplete portions																
Clovis	1088		2 LU to 4 LD Complete incomplete portions	Nees	Sunnyside to Fowler	\$2,000,000.00							X	X	X	X			2018
Clovis	1089		2 LU to 4 LD complete incomplete portions	Nees	Fowler to Armstrong	\$2,500,000.00							X	X	X	X			2018
Clovis	345		Unconstructed to 4 LD	Nees	Locan to Alluvial Alignemnt	\$3,000,000.00							X	X	X	X			2020
City of Fresno	239		2 LU to 4 LU	North	Cedar to Chestnut	\$1,500,000.00							X	X	X	X			2020
City of Fresno	994		2 LU to 4 LD	North	Walnut to Hwy 41	\$2,500,000.00							X	X	X	X			2020
City of Fresno	261		2 LU to 4 LD, improve SR 99 interchange	North	Orange to Cedar Kings Canyon to Belmont	\$12,500,000.00										X	X		2030
City of Fresno	192		2 LU to 4 LD	Peach		\$10,000,000.00						X	X	X	X	X			2015
City of Fresno	193		2 LU to 4 LD	Peach	Jensen to Butler Gettysburg to Shaw	\$1,500,000.00							X	X	X	X			2020
City of Fresno	131		2 LU to 4 LD	Polk		\$5,000,000.00						X	X	X	X	X			2015
City of Fresno	913		Unconstructed to 4 LD	Polk	Olive to Belmont Olive to McKinley	\$1,000,000.00						X	X	X	X	X			2015
City of Fresno	1001		2 LD to 4 LD	Polk	Shields to Gettysburg	\$500,000.00						X	X	X	X	X			2015
City of Fresno	161		2 LU to 4 LD	Polk	McKinley to Shields	\$1,500,000.00										X	X		2025
City of Fresno	220		2 LU to 4 LD	Polk	I Street to South Ave	\$1,000,000.00										X	X		2025
Reedley	676	20300000417	2 LU to 4 LD	Reed	Reedley City Limit(South ave.) to Goodfellow	\$5,000,000.00	X	X	X	X	X	X	X	X	X	X			2013
County of Fresno	556		2 LD to 4 LD	Reed	Clovis to Temperance	\$6,000,000.00										X	X		2030
Clovis	392	20300000559	4 LD to 6 LD	Shaw		\$311,000.00	X	X	X	X	X	X	X	X	X	X			2012
Clovis	412		4 LU to 6 LD	Shaw	Carson to Locan	\$850,000.00	X	X	X	X	X	X	X	X	X	X			2012
Clovis	908		2 LU to 6 LD	Shaw	Locan to Main Highland to McCall	\$1,700,000.00	X	X	X	X	X	X	X	X	X	X			2012
Clovis	354		2 LU to 6 LD	Shaw	DeWolf to Highland	\$7,000,000.00						X	X	X	X	X			2015
Clovis	931		2 LU 6 LD	Shaw	SR 99 to Brawley	\$7,000,000.00						X	X	X	X	X			2015
City of Fresno	177		4 LD to 6 LD	Shaw	Veterans Blvd to Golden State	\$2,000,000.00										X	X		2025
City of Fresno	243		2 LU to 6 LD	Shaw	Garfield to Veterans Blvd	\$4,000,000.00										X	X		2030
City of Fresno	265		2 LU to 4 LD	Shaw	McCall to Academy	\$1,000,000.00										X	X		2030
County of Fresno	558		2 LU to 4 LD	Shaw	Willow to 1/2 Mile east	\$10,000,000.00										X	X		2030
Clovis	359	20300000560	2 LU to 3 LD	Shepherd		\$1,623,000.00	X	X	X	X	X	X	X	X	X	X			2012

Clovis	909		2 LU 3 LD	Shepherd	Clovis to Fowler	\$3,600,000.00					X	X	X	X	2018
City of Fresno	132		2 LU to 4 LD	Shepherd	Cedar to Maple	\$500,000.00					X	X	X	X	2020
City of Fresno	166		2 LD to 4 LD	Shepherd	Chestnut to Willow	\$500,000.00					X	X	X	X	2020
Clovis	358		2 LU to 4 LD	Shepherd	Tollhouse to Del Rey	\$12,000,000.00					X	X	X	X	2020
Clovis	393		3 LU to 4 LD	Shepherd	Willow to Clovis	\$3,000,000.00					X	X	X	X	2020
Clovis	370		3 LD to 4 LD	Shepherd	Temperance to Dewolf	\$2,000,000.00					X	X	X	X	2020
Clovis	356		3 LU to 4 LD	Shepherd	Armstrong to Temperance	\$1,000,000.00							X	X	2025
Clovis	910		3 LD to 4 LD	Shepherd	Clovis to Fowler	\$5,412,000.00							X	X	2025
Clovis	911		3 LD to 4 LD	Shepherd	Fowler to Armstrong	\$1,000,000.00							X	X	2025
City of Fresno	113		2 LU to 4 LD	Shields	Cornelia to Parkway	\$3,000,000.00		X	X	X	X	X	X	X	2012
City of Fresno	147		2 LU to 4 LD	Shields	Sunnyside to Fowler	\$1,000,000.00				X	X	X	X	X	2015
City of Fresno	247		2 LU to 4 LD	Shields	Grantland to Cornelia	\$2,500,000.00							X	X	2025
			2 LU to 4 LU		Stroud Ave. to Sierra St.	\$800,000.00					X	X	X	X	2020
Kingsburg	928			Simpson Street											
Caltrans	10		Construct Braided Ramps	SR 180	SR 41 to SR 168	\$63,000,000.00		X	X	X	X	X	X	X	2014
Caltrans	53	10300000176	2 LU to 4 L Expressway on existing alignment	SR 180 E	Temperance to Quality	\$73,971,000.00	X	X	X	X	X	X	X	X	2011
Caltrans	38	20300000177	2 LU to 4 L Expressway on 4 L ROW	SR 180 E	Quality to Trimmer Springs	\$66,900,000.00					X	X	X	X	2018
Caltrans	54	10300000178	2 LU to 4 L Expressway on 4 L ROW	SR 180 E	Trimmer Springs to Frankwood	\$85,960,000.00					X	X	X	X	2020
Caltrans	1056		Passing Lanes	SR 180 W	James to Yuba	\$10,621,000.00					X	X	X	X	2018
Caltrans	1067		2 lane on new E-W alignment	SR 180 W	I-5 to junction SR 33/SR180	\$223,000,000.00								X	2035
Caltrans	1019		Widen bridge to 4 lanes	SR 198	Interchange at I-5	\$12,800,000.00							X	X	2025
Caltrans	1051	10300000249	Widen on Ramps at both interchanges	SR 41	McKinley to Shields	\$8,200,000.00	X	X	X	X	X	X	X	X	2011
Caltrans	107	20300000439	Construct NB auxiliary lane	SR 41	Bullard to Herndon	\$5,143,000.00		X	X	X	X	X	X	X	2012
Caltrans	49	10300000174	2 L Expressway to 4 L Expressway	SR 41	Kings County line to Elkhorn	\$40,131,000.00				X	X	X	X	X	2015
Caltrans	1015	10300000194	Add 1 SB Auxiliary Lane	SR 41	El Paso to Friant	\$13,970,000.00				X	X	X	X	X	2017
Caltrans	1013		Add 1 NB Auxiliary Lane	SR 41	Ashlan to Shaw	\$7,000,000.00								X	2035
Caltrans	1072		Add NB Aux Lanes	SR 41	"O" Street to Shields	\$19,500,000.00								X	2035

2011 Regional Transportation Plan

Council of Fresno County Governments

Caltrans	39	10300000262	Widen from 4 L Freeway to 6 L Freeway	SR 99	Ashlan to 0.2 mile North of Grantland OC	\$38,350,000.00		X	X	X	X	X	X	X	2012
Caltrans	55	20300000444	4 L Freeway to 6 L Freeway & Widen Bridge to 6 L	SR 99	Tulare County Line to SR 201	\$31,800,000.00		X	X	X	X	X	X	X	2013
Caltrans	40	20300000575	Widen 4 lane to 6 lane Freeway	SR 99	0.2 mile S/O Grantland to Fresno/Madera Co line (Actually Ave 7 in Madera)	\$54,650,000.00			X	X	X	X	X		2016
Caltrans	917		Upgrade Interchange	SR 99	SR 99 and Cedar/North Ave.	\$72,500,000.00							X	X	2027
Caltrans	1017		Upgrade Interchange	SR 99	Central and Chestnut Interchange	\$72,500,000.00							X	X	2027
Caltrans	1064		Interchange Improvements	SR 99	At American ave interchange	\$32,600,000.00							X	X	2027
Caltrans	46		Improve interchange	SR 99	Interchange at Shaw	\$86,000,000.00								X	2035
Caltrans	1030		Replace bridge structures and widen Floral	SR 99	SR 43/Floral Rd Interchange	\$10,000,000.00								X	2035
Caltrans			Update closed bridge structure												
City of Fresno	268		Closed 6 LD to Open 4 LD	SR99 @ Monterey St Bridge	Broadway to Golden State	\$1,800,000.00		X	X	X	X	X	X	X	2012
Clovis	287	20300000561	2 LU to 4 LD	Temperance	Ashlan to Gettysburg	\$500,000.00	X	X	X	X	X	X	X	X	2010
Clovis	932	20300000565	2 LU to 4 LD	Temperance	650' N/O Ashlan to Gould Canal	\$565,000.00	X	X	X	X	X	X	X	X	2010
Clovis	364	20300000564	3 LU to 4 LD	Temperance	Heritage Ln to Shepherd	\$1,500,000.00				X	X	X	X	X	2015
Clovis	294		2 LU to 4 LD	Temperance	Bullard to Herndon	\$4,123,000.00				X	X	X	X	X	2015
Clovis			3 LD to 4 LD		Enterprise Canal to Nees (Just south of Nees)	\$712,000.00				X	X	X	X	X	2015
Clovis	362	20300000562	3 LD to 4 LD	Temperance	Nees to Lexington	\$550,000.00				X	X	X	X	X	2015
Clovis	363	20300000563	Widen to 2 lanes in each direction	Temperance	Center and outside travel lane improvements north and south of Sierra	\$603,500.00				X	X	X	X	X	2015
Clovis	272	20300000490	2 LU to 6 LD	Temperance	Jensen to Belmont	\$10,000,000.00							X	X	2025
City of Fresno	250		2 LU to 6 LD	Temperance	Belmont to Dakota	\$8,000,000.00							X	X	2025
City of Fresno	263		2 LU to 3 LU	Temperance	Locan to Shepherd	\$10,000,000.00					X	X	X	X	2018
Clovis	365		W/WLTL	Tollhouse							X	X	X	X	2018
Clovis	282		2 LU to 4 LU	Tollhouse	Third to Herndon	\$410,000.00					X	X	X	X	2020

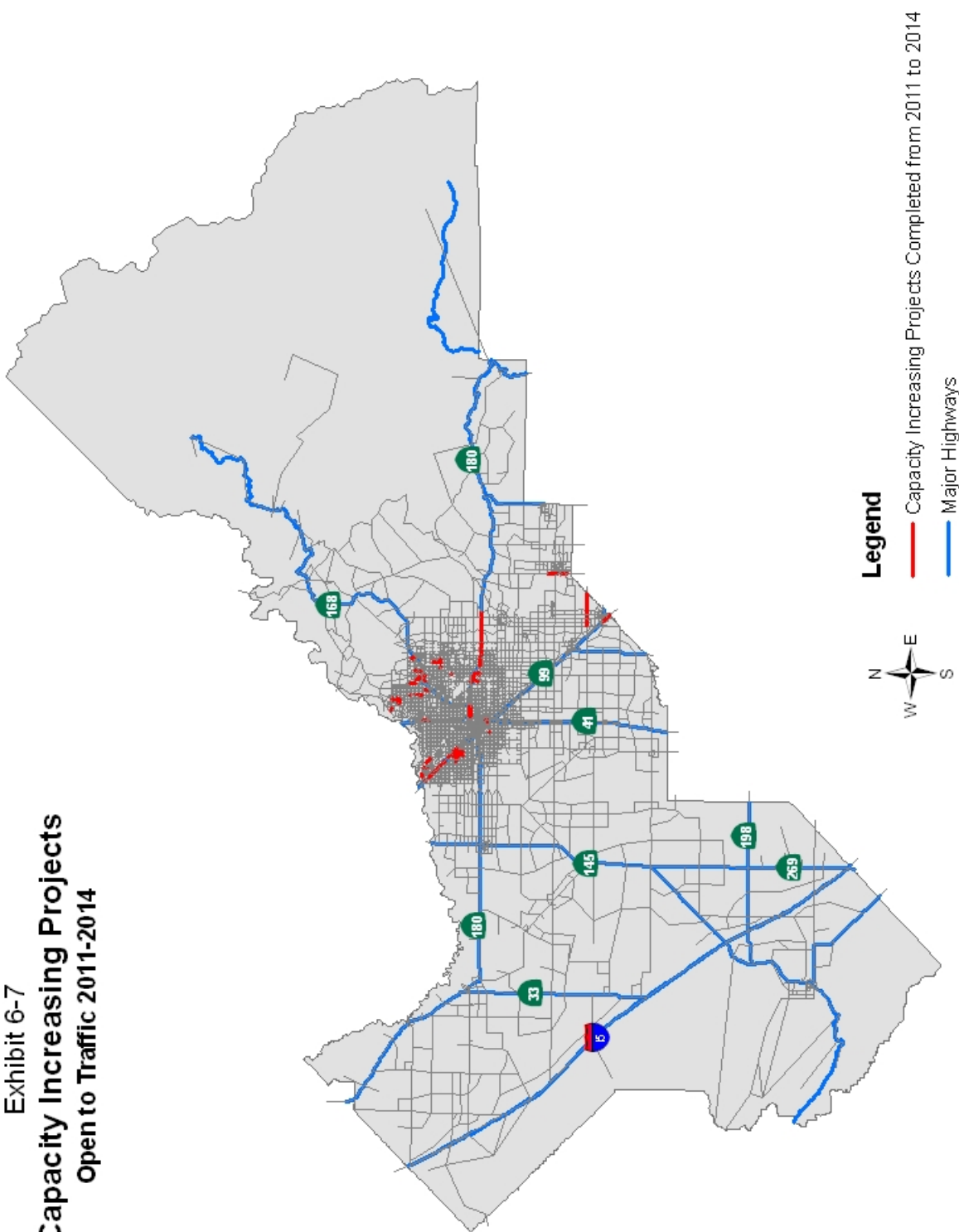
City of Fresno	267	20300000381	4 LU to 4 LD	Ventura	SR 99 to SR 41	\$19,400,000.00			X	X	X	X	X	2015
City of Fresno	1102		Widen from 4 LD to 6 LD	Veterans Blvd	Bullard-Bryan to Herndon	\$1,100,000.00						X	X	2025
City of Fresno	1103		Widen from 4 LD to 6 LD	Veterans Blvd	Shaw to Barstow	\$1,100,000.00						X	X	2030
City of Fresno	1104		Unconstructed to 6 LD	Veterans Blvd	Gettysburg to Shaw	\$3,000,000.00						X	X	2030
City of Fresno	1038		New 4 LD Superarterial	Veteran's Blvd	Shaw to Barstow	\$5,500,000.00			X	X	X	X	X	2020
City of Fresno	1039		New 6 LD Superarterial	Veteran's Blvd	Barstow to Bullard-Bryan	\$106,000,000.00			X	X	X	X	X	2020
City of Fresno	1040		New 4 LD Suprarterial	Veteran's Blvd	Bullard-Bryan to Herndon	\$4,500,000.00			X	X	X	X	X	2020
City of Fresno	224		2 LU to 4 LD	Weber	Belmont to Olive	\$1,000,000.00						X	X	2030
City of Fresno	181		2 LU to 4 LD	Weber	Marty to Clinton	\$3,000,000.00						X	X	2030
City of Fresno	114		2 LU to 4 LD	West	Jensen to Kearney	\$3,000,000.00			X	X	X	X	X	2020
City of Fresno	1007		2 LU to 4 LU	West	Kearney to Whites Bridge	\$900,000.00			X	X	X	X	X	2020
City of Fresno	264		2 LU to 4 LD	Whitesbridge	Valentine to West	\$3,000,000.00			X	X	X	X	X	2020
City of Fresno	1008		2 LU to 4 LD	Whitesbridge	State Rt 180 E/O Brawley to Valentine	\$500,000.00			X	X	X	X	X	2020
City of Fresno	134		2 LU to 6 LD	Willow	Herndon to Alluvial	\$800,000.00	X	X	X	X	X	X	X	2012
Clovis	408		2 LU to 6 LD	Willow	Alluvial to 1/8 mile north	\$508,000.00	X	X	X	X	X	X	X	2012
City of Fresno	369		2 LD to 6 LD	Willow	Nees to Powers	\$1,000,000.00	X	X	X	X	X	X	X	2012
City of Fresno	1107		Complete widening from 4 LD to 6 LD and add bike paths on Fresno side.	Willow	Barstow to Escalon	\$1,800,000.00	X	X	X	X	X	X	X	2012
City of Fresno	124		2 LD to 6 LD	Willow	Shepherd to Copper	\$3,000,000.00			X	X	X	X	X	2015
City of Fresno	367		Add to 2 additional SB Lanes	Willow	.25 mile S/O Shepherd to Shepherd	\$3,900,000.00	X	X	X	X	X	X	X	2012
Clovis	1096		2 LU to 6 LD - Clovis side only	Willow	Shepherd to Perrin	\$2,200,000.00			X	X	X	X	X	2015
Clovis	1097		2 LU to 6 LD - Clovis side only	Willow	Perrin to Behymer	\$2,200,000.00				X	X	X	X	2018
Clovis	1053		Complete widening to 6 LD where needed and add bike lanes	Willow	Barstow to Copper	\$230,000.00				X	X	X	X	2020
Clovis	1098		4 LD to 6 LD - Clovis side only	Willow	Behymer to International - Clovis side only	\$1,000,000.00				X	X	X	X	2020
Clovis	1099		4 LD to 6 LD - Clovis side only	Willow	International to Copper	\$1,200,000.00						X	X	2025

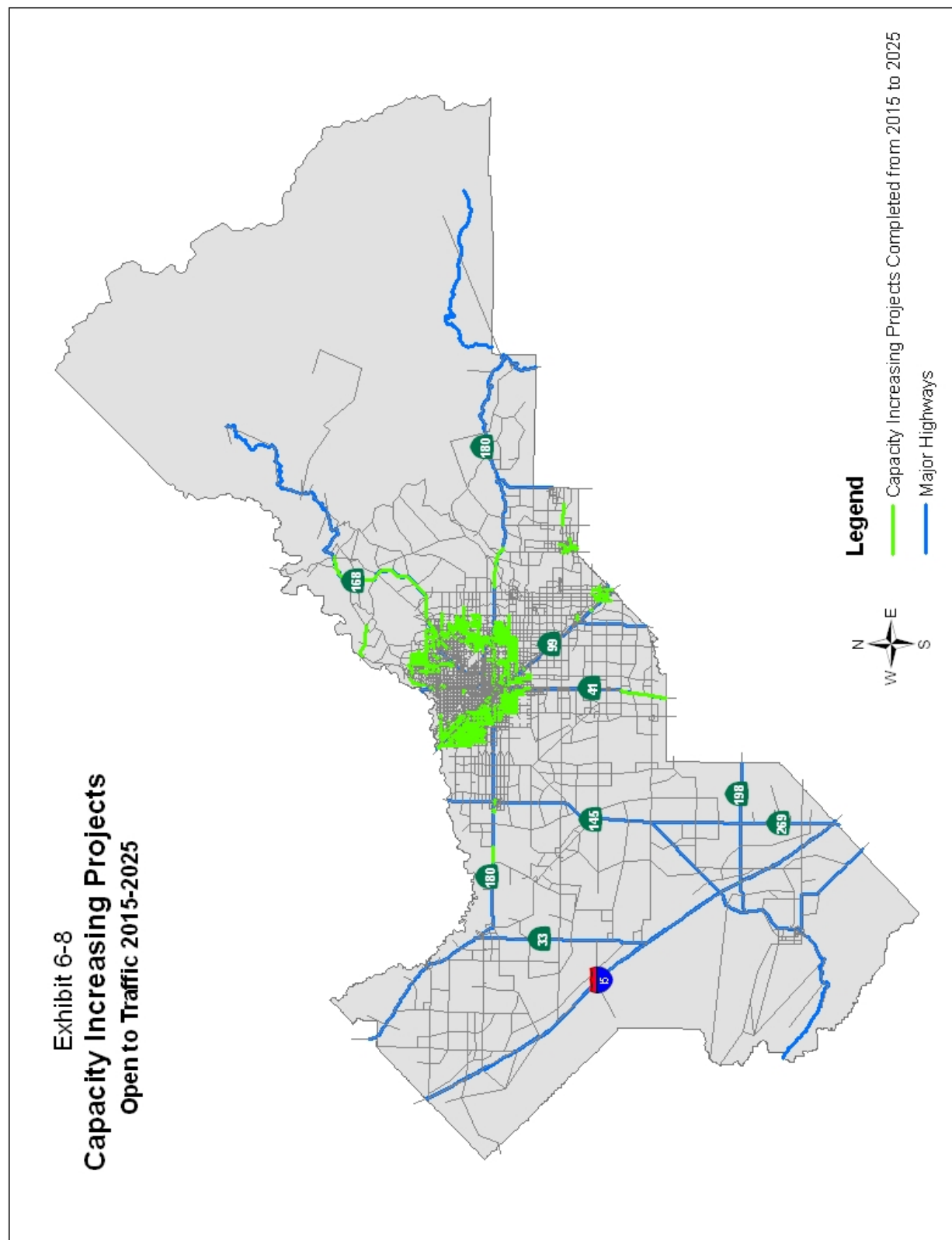
2011 Regional Transportation Plan

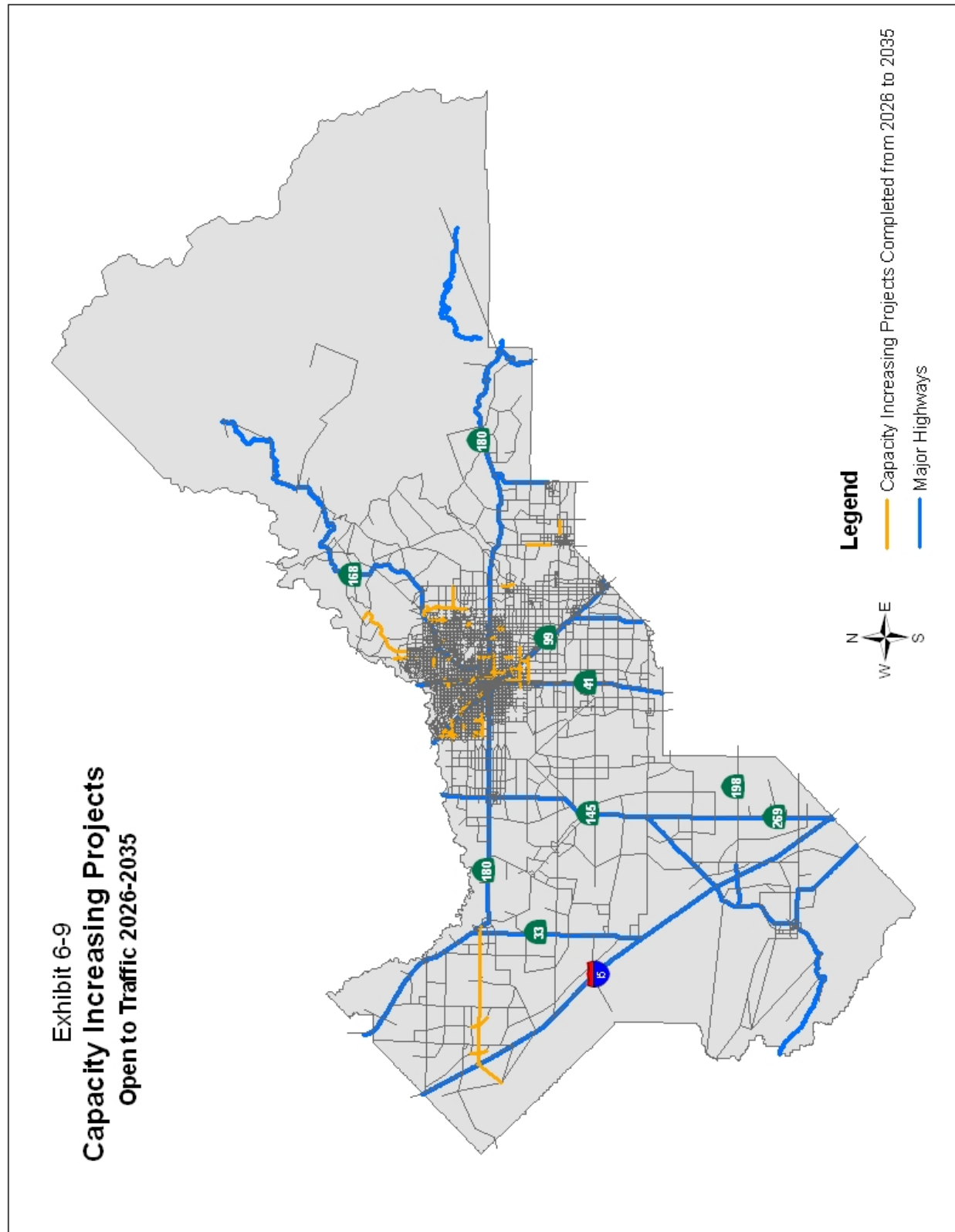
Council of Fresno County Governments

County of Fresno	99		2 LU to 6 LD East (County Side) Side Only	Willow	Shepherd to Copper	\$3,112,500.00									X	X	2030
County of Fresno	1054		2 LU to 4 LD	Willow	Copper to Friant	\$3,112,500.00									X	X	2030

Exhibit 6-7
Capacity Increasing Projects
Open to Traffic 2011-2014







**Exhibit 6-10 – TO BE UPDATED
MEASURE "C" EXTENSION PLAN
Multi-Modal Funding Allocation Program**

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$412,100,000	\$20,605,000	24.0%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.7%
Clovis Transit	\$33,700,000	\$1,685,000	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$13,700,000</i>	<i>\$685,000</i>	<i>0.8%</i>
<i>Farmworker /Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.6%
Car/Van Pools	\$9,950,000	\$497,500	0.6%
<i>New Technology Reserve</i> (If construction is not imminent in 15 years, money will be reallocated based on greatest need)	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.1%</i>
2. Local Transportation Program	\$593,600,000	\$29,680,000	34.6%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.3%
ADA compliance (1.75% of Local Allocation) ¹¹	\$9,192,750	\$459,638	0.5%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.8%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.16%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.9%</i>
3. Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
<i>Urban (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>
<i>Rural (50%)</i>	<i>\$251,900,000</i>	<i>\$12,595,000</i>	<i>14.7%</i>
<i>Fresno Airports</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.0%</i>
4. Alternative Transportation Program	\$102,500,000	\$5,125,000	6.0%
<i>Rail Consolidation</i> (If construction is not imminent in 15 years, money will be used for grade separations instead)	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.5%
<i>School Bus Replacement</i>	<i>\$39,900,000</i>	<i>\$1,995,000</i>	<i>2.3%</i>
<i>Transit Oriented Infrastructure for In-Fill</i> ¹²	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
6. Administration/Planning Program	\$25,600,000	\$1,280,000	1.5%
<i>Fresno County Transportation Authority (FCTA)</i>	<i>\$17,000,000</i>	<i>\$850,000</i>	<i>1.0%</i>
<i>Council of Fresno County Governments (Fresno COG)</i>	<i>\$8,600,000</i>	<i>\$430,000</i>	<i>0.5%</i>

¹¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

¹² Name of Funding Program to be determined.

ESTIMATED TOTAL MEASURE "C" PROGRAM ALLOCATIONS - URBAN 67.5%, RURAL 32.5%

**Exhibit 6-11
2011 RTP
Financial Constraint Summary**

Projected Revenues

	Life of RTP (24 Year)
Federal	\$1,706,380,014
State	\$2,291,671,466
Local	\$1,882,468,344
Total Revenue (All Sources)	\$5,880,519,824

Projected Expenditures

	Life of RTP (24 Year)
FY 2010/2011-2013/2014 Federal Transportation Improvement Program	\$1,685,176,337
Financially Constrained List of RTP Projects-Modeled for Air Quality Conformity	\$1,607,322,000
2006 Measure C Extension Expenditure Plan	\$1,714,400,000
Total Expenditures	\$5,006,898,337

6.7 Long-Term Transportation Needs for Fresno County

As part of the update for this edition of the RTP, Fresno COG solicited near and long-term multimodal candidate regional projects from Caltrans and its member agencies. The projects identified are all located on the Fresno County Regionally Significant System as defined in Chapter 4 and are found in Appendix D. All projects were evaluated using an evaluation methodology that was endorsed by the RTP Steering Committee and that is explained in detail in the appendix. The purpose of the evaluation exercise was to help establish some level of priority for future regional transportation funding.

6.7.1 Statewide Perspective

California's economic vitality in the 21st century will depend to a great degree on the investments that are made in the transportation system today. If California is to maintain its prominence as a major crossroads within a global economy, it will depend to a great degree on our willingness to recognize our transportation system's *future* needs and plan accordingly.

California's transportation system is integral to the performance of the state's economy in two significant respects. The first relates to the economic impact of the construction of transportation facilities. Public works construction, of which transportation is the most significant aspect, is the largest component of non-residential construction in the state. The second aspect is the importance of transportation to business in the state. Transportation supports existing businesses by providing the mobility needed to move raw materials and finished products throughout the state and into national and international markets. In addition, less congestion on freeways and additional transportation alternatives to the public ensures that millions of workers will get to their jobs in a timely fashion. In addition, an effective transportation system is frequently cited as a key factor that attracts new business investments. Finally foreign trade, which is expected to be among the most significant growth sectors of California's economy over

the next two decades, relies heavily upon the state's transportation system.

Unfortunately, the state's transportation system is straining at the seams. Growth in California's population continues to place demands on the system that exceed its capacity, especially in large urban areas, but increasingly so in smaller metropolitan and rural areas as well. Due to the state's need to focus on capacity enhancing projects to keep pace with population growth, maintenance and rehabilitation projects on the existing system have been deferred to the point of putting facilities at risk and therefore jeopardizing the *existing* transportation system, which is arguably the investment cornerstone of the state's economy.

For most of the twentieth century, California has experienced large population growth, and up until the 1960's citizens of California responded to this growth by expanding public facilities and services, including construction of the state freeway system. Unfortunately highway construction in California peaked in 1965 and since that time transportation infrastructure spending has not kept pace with the non-stop growth.

6.7.2 Unmet Needs in Fresno County

Fresno County and its incorporated cities are not unlike other areas in the State of California when it comes to unmet needs with regards to the rural, metropolitan and regional transportation networks. As the region continues to experience significant population growth, additional demands will be placed on the transportation system. Fresno County's economic vitality in the coming years is dependent upon the investments that are made today in the region's transportation network infrastructure. Currently, the local transportation networks within Fresno County are struggling to cope with increased population growth, deferred maintenance, and lack of investment in necessary improvements. Clearly, if Fresno County is to remain economically competitive, solutions (construction of new facilities, maintenance, preservation and rehabilitation of the existing system) will need to be addressed.

In the Fresno-Clovis Metropolitan Area of Fresno County and the smaller outlying rural communities as well, the demands on the urban transportation networks have been increasing as population continues to grow and urban development takes place. Increased growth inevitably brings with it increased demands on the transportation network, and a subsequent requirement for capacity enhancements and increased maintenance and rehabilitation.

**Exhibit 6-12
Fresno COG Member Agency
Road Mileage**

Member Agency	Road Miles
Clovis	208.5
Coalinga	37.4
Firebaugh	15.6
Fowler	31.8
Fresno	1,618.50
Huron	28.8
Kerman	24.5
Kingsburg	38
Mendota	30.1
Orange Cove	26.3
Parlier	28.1
Reedley	65.5
Sanger	67.5
San Joaquin	15.4
Selma	71.1
County of Fresno	3,615.70
TOTAL	5,922.80

The Fresno County Road System with approximately 3,600 miles of roads and approximately 550 bridges, has the largest county road network (in terms of mileage) of any county within the State of California. Exhibit 6-12 lists the approximate road miles of each of COG's member agencies. This extensive road system represents an

approximately one billion dollar infrastructure investment on the part of the citizens of Fresno County. The county road system provides for the majority of intra-county travel in terms of the movement of both people and goods within the 6,000 square mile county and also plays a vital role in the multi-billion dollar agricultural economy of Fresno County. As the number one agricultural county in the world (\$4 billion+ annually), a great deal of the region's economy is dependent upon the efficient movement of goods from farm to market. In addition, the county road system serves the entire business community of Fresno County and provides public mobility to the far reaching corners of Fresno County. Clearly if Fresno County is to maintain its number one ranking and remain economically competitive on a global scale it must (in addition to construction of new transportation facilities) maintain its existing transportation system in good operating condition, in order to serve the public and maximize the return on its existing one billion dollar transportation infrastructure investment. The lack of adequate funding to protect the millions of dollars worth of improvements completed on the county road system over the past forty years, is probably the single greatest unmet need that currently faces Fresno County road system providers.

6.7.3 Maintenance/Rehabilitation Needs

Senate Resolution 8 (Senators Burton and Karnette), passed by the State Senate on February 19, 1999, required the CTC in cooperation with Caltrans and RTPAs to develop a long-range (10 year) inventory of estimated multimodal transportation needs. The report was intended to serve as quantitative evidence for the state legislature that a significant shortfall exists with regards to funding long-range transportation infrastructure need throughout the State of California.

Statewide results of the SR 8 survey showed unfunded state highway and local street and road needs for rehabilitation and new facilities over the next decade at approximately \$81.6 billion. Survey results for Fresno County indicated unfunded rehabilitation, maintenance, and operations needs of the existing system at \$1.5 billion. Unfunded high-priority capital projects needs in Fresno County totaled more than \$1.7 billion. Including rail, public transit, bicycle, and pedestrian needs the total estimated statewide need was about \$118 billion over the subsequent 10 years.

Currently, taking into account all sources of local, state, and federal funds, there exists a significant revenue shortfall in the billions of dollars in order to enhance capacity and properly maintain the existing system.

Fresno County estimates that the current shortfall to provide preventative maintenance service to the County road system is upwards of \$31 million dollars annually. Fresno County is also responsible for road reconstruction, safety and capacity improvements on the County road system when there are available revenues. The current shortfall on County-maintained roads that need reconstruction and system safety and congestion management improvements is estimated to be upwards of \$20 million dollars annually. Preventive maintenance expenditures are essential for the efficient use of the available funds in order to avoid more costly repairs or reconstruction if pavement is allowed to deteriorate beyond a maintainable level. Studies show that reconstruction costs are approximately five times the cost per mile of preventative maintenance. There are two primary factors which contribute to the degradation of the road system, traffic increases and increases in truck traffic. In recent years, the amount of average daily traffic (ADT) on the Fresno County road system has increased dramatically. As an example, in less than twenty years, Fresno County roads have experienced traffic volume that has almost doubled. Projections by the State Department of Finance indicate that Fresno County's population will continue to increase, which will lead to large increases in traffic and frequent loads, both of which cause damage to the road system and shorten its useful life.

In recent years, truck traffic has increased at a faster rate than automobile traffic on many miles of County roads. This is especially troubling when you consider that truck traffic is far more destructive to roads than automobile traffic. Engineering studies show that typical 18-wheel semi-trailer trucks have the equivalent loading effect of between 3,000 and 6,000 passenger vehicles. Due to economic growth in the agricultural industry it is predicted that "farm to market" trips on the road system will continue to grow. As many of the rural, less structurally sound roads are exposed to increases in heavy truck traffic, "exponential" damage to the road system may occur.

The urban communities within Fresno County also face difficult revenue shortfalls. Within the city of Fresno, there is an existing circulation system which consists of 1,618 miles of local and major streets, i.e. expressways, super arterials, arterials, and collectors. The metropolitan circulation system is faced (like the county road system) with extensive maintenance and rehabilitation needs in order to keep the system functioning at maximum capacity and

efficiency. These maintenance needs consist of repairing potholes, sealing cracks in the pavement, asphalt concrete overlays, maintenance of drainage pipelines and inlets and other routine maintenance.

6.8 Capacity Enhancement / Multimodal Needs

In 2006 voters of Fresno County reauthorized a 1/2 percent local sales tax (Measure “C”) for transportation purposes. The approximately \$1.7 billion worth of revenue raised over the 20 year life of the tax will be used to construct a wide variety of multi-modal transportation improvements throughout Fresno County as illustrated in Exhibit 6-7. Of course complete build-out of the plan requires consistent state financial participation over the 20 year life of the plan. The current state emphasis on economic development within the state focuses primarily on business and commerce (primarily urban activities) and tends to short-change counties which rely on agriculture, ranch, timber and mineral products and materials for their economic growth and development. As a region whose economy is quite dependent on agriculture, this is a serious concern for Fresno County.

6.9 Potential New Revenue Sources for Financing the Transportation Network

6.9.1 Overview

As stated throughout this planning document, overall, even given the increased sources of local, state, and federal funds that have materialized over the last decade, the current transportation funding situation for regional and local agencies results in a revenue shortfall both in the areas of new construction for capacity enhancements and maintenance and rehabilitation. It is anticipated that this shortfall will continue for two very basic reasons: (1) The revenues to support the maintenance and improvement of the transportation network are not increasing enough to keep pace with inflation, and (2) The demands for higher levels of maintenance and improvement have expanded above the normal rate of inflation. Originally, transportation funding was established with a strong connection between revenue measures and use. Unfortunately, with increased auto fuel efficiency, fuel taxes not indexed for inflation, and a new reliance on sales taxes, this previously strong connection has deteriorated. The following text provides a listing of a variety of financing mechanisms being explored, that offer potential relief for the transportation revenue shortfall that currently faces Fresno County and the State of California.

Vehicle Miles Traveled Fee

This financing mechanism is a vehicle use fee based on the number of miles driven. This type of fee generates substantial revenues, implements policy goals of increased mobility and is strongly related to transportation demand and congestion. Vehicle Miles Traveled (VMT) fees would appear to be a stable and growing source of revenue given Californians’ propensity to use their automobiles. VMT fees also would maintain an ability to capture revenues from a growing fleet of alternative fuel vehicles within the state.

A VMT fee program could be linked to the vehicle smog certification program. Although the mileage data is currently not collected by the Department of Motor Vehicles, the state is moving toward improved data bases and auto manufacturers are making vehicles with sealed, “tamper resistant” odometers. Proposals to implement VMT fees could also be adjusted for low income and rural drivers.

Emissions Fee

An emissions fee could work in a manner similar to the VMT fee program except that user charges could be based on the levels of emissions rather than miles traveled. The Measure could be taken at the time the vehicle is smog checked and the driver would pay a fee based on a sliding scale. Revenue formulas would have to be adjusted due to the fact that the California vehicle fleet is becoming “cleaner” as older, more polluting vehicles are retired and replaced with vehicles that have improved emission technology.

Motor Vehicle Taxes and Fees (Statewide, Regionally or Locally)

There is an array of fees and taxes on motor vehicles which could be increased and implemented statewide, regionally or locally to generate transportation funds. Examples include vehicle registration surcharges (similar to the Air District's AB 2766 fees currently collected), increased surcharges on driver's license fees, mileage taxes, parts and repair excise taxes, heavy vehicle taxes, fees for "vanity plates," tire taxes, and personal property taxes on motor vehicles. One of the drawbacks to this approach involves the need for enabling legislation (statewide, regionally or locally).

"Local" Motor Vehicle Fuel Tax

SB 215 gives counties the ability to hold general elections to determine if taxing "local" sales of motor vehicle fuel (gasoline, diesel) is a desired local option to finance their regional transportation network. The uses, method of implementing, advantages and disadvantages are similar to that of a sales tax. One advantage of this type of charge is that it is user oriented. Fuel consumption is related to road use, thus heavier users bear a higher burden of the cost commensurate with their use.

As a user fee, instituting a local gas tax is a relatively equitable local financing option. Motor fuel taxes are easily administered, and since they are tied to fuel prices, tend to rise with inflation. Some of the issues related to this type of program include:

- Placement on the ballot requires approval of a majority of the cities having the majority of the population within the county.
- Majority of the cities within the county representing a majority of the population, **and** the county must agree on a distribution formula before the Measure can be placed on the ballot.
- Two thirds majority required for approval
- Statutes do not limit the amount of tax increase that may be voted upon.

"Additional" Local Dedicated Sales Tax

Currently Fresno County collects a 1/2 percent local sales tax (Measure "C") for transportation purposes. The recently reauthorized twenty-year tax is projected to generate approximately \$1.7 billion over the 20 year life span of the tax (2007/08 - 2027/28). Sales tax revenues are always susceptible to revenue fluctuations which coincide with the region's economic health over the life span of the tax.

Regional Transportation Facilities Impact Fee

A regional transportation facilities impact-fee would distribute the costs of regional transportation facilities among all **new** development within the region, using the size of a proposed development or estimates of a project's trip generating capacity as criterion. This type of development impact fee would be required to meet AB 1600 nexus findings in order to be implemented. The reauthorization of Measure "C" required that all local agencies adopt a regional transportation impact fee by January 1, 2009 or risk losing their local street maintenance and rehabilitation funding authorized by the Measure. A Regional Transportation Mitigation Fee was adopted by the COG Policy Board on October 29, 2009 and became effective January 1, 2010.

A similar mechanism is for developers to make dedications in lieu of paying development fees, such as land dedications, construction of public utility infrastructure, local roads or whatever type of public improvement is needed. The dedications **must** be linked to the impacts of the development on the regional transportation network in order to meet AB 1600 requirements. The use of development assessments with land use incentives can be used to encourage more transit-oriented and pedestrian-oriented development, which would reduce the demand, and subsequent need for extensive highway and road construction.

Benefit Assessment District Fees

An assessment district is an area of land specifically benefiting from a public improvement. An assessment is levied against each parcel benefited by the improvement, in proportion to the benefit. Bonds are then sold to finance the improvements, and the land owners in the assessed districts repay the bonds over time. Traditionally this approach has been used to finance urban public improvement projects (i.e. sewer, water, curbs, gutters, etc.) on a community or neighborhood level. One of the difficulties in utilizing this approach on a “*regional*” basis is that you are dealing with multiple legislative bodies (i.e. City Councils, Boards of Supervisors, etc.) and there is likely to be difficulty in achieving political consensus. In addition, there could be great difficulty in establishing a zone of benefit on a regional level.

Toll Facilities

Tolls allow the financing of the construction, operation or maintenance of roadway facilities. This is a familiar source of funding for bridges, tunnels, and turnpikes primarily in the eastern portion of the United States; however, more and more toll facilities are beginning to be constructed in California. For new facilities, it provides a means of generating up-front debt funding to construct transportation facilities without disturbing existing governmental agency budgets and programs, or requiring new or additional taxes. The financing costs in terms of interest on debt over the period that bonds are outstanding can be substantial. After the toll facility is completed, tolls usually provide income to operate and maintain the facility, as well as amortize the outstanding debt.

With the new emerging electronic technologies of toll collection, toll roads may be more feasible than before. Federal Highway officials are reconsidering the merits of toll roads to supplement urban transportation facilities. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) abolished the restraints against tolls on interstate facilities and allowed federal agencies to support toll roads and to participate in their financing. Problems that may face this region are the limited number of high volume facilities in this region which would justify toll collection, and the direct and indirect costs involved in collecting tolls.

Congestion Pricing Strategies

Congestion-pricing (also known as peak-hour pricing) involves charging higher fees or fares to transportation system users during peak hours. Often the demand for a service exhibits a peaking system characteristic related to time of day or seasonal time of the year. For instance, the twice daily journey-to-work trip places significant demand peaks on the region’s transportation network. The impact on the system to provide for peak period system capacity can be recovered from peak period users rather than the system users as a whole, by charging a higher fare during the peak period. Currently there are few, if any, facilities in this region which operate consistently at level of services which would warrant congestion pricing.

Public and Private Parking Fees

This mechanism includes increasing public and private parking charges and instituting parking fees where parking is now free. Most cities in California have become more aggressive in pricing downtown parking, both at meters and in lots in the post-Proposition 13 financial environment. In some cities, extended hours of parking lot operation and substantially increased enforcement have increased revenues from parking fees. Often these funds are treated as a general fund source rather than tied to specific transportation expenditures.

If public parking fees were to be initiated, several issues would need to be addressed. For example, the fees would probably have to be implemented on a countywide or regionwide basis in order to address issues of equity and consistency among the local jurisdictions. In addition to representing a potential source of revenue, parking pricing has also been shown to be one of the most significant factors in reducing drive-alone trips and is used as a common transportation demand management strategy.

Regional Transient Occupancy Tax (Hotel/Motel)

The Transient Occupancy Tax is a tax on visitor accommodations. These visitor-based taxes can be imposed on hotel/motel establishments in two different ways. One method is to tax each lodging establishment annually on a per

unit basis. Another method is a tax charged directly to the patron for each night of lodging. An advantage is the fact that the tax does not directly affect local residents. Its major disadvantages are its susceptibility to fluctuations in the tourist economy and the need to have the fees implemented on countywide or regionwide basis in order to address issues of equity and consistency among the local jurisdictions.

6.10 Need for a Comprehensive & Equitable Solution

Fresno County's economic vitality in the 21st century is dependent to a great degree upon the investments that are made today in its transportation infrastructure. Clearly, based on population growth projections and projected transportation revenue streams, additional transportation funding must be identified and delivered if Fresno County is to remain economically competitive in the next century. Currently, Fresno County's transportation network is suffering the negative impacts of continued growth, deferred maintenance and lack of investments in necessary improvements. Fresno County, the cities within Fresno County and the State of California are jointly responsible for maintaining the existing transportation system in good operating condition in order to serve the public and maximize the return on their enormous investments. Maintenance of the existing transportation system limits the cost of future repairs and minimizes delay or interruptions of service for travelers, commuters and delivery of goods. Failure to adequately maintain the system will significantly burden the state's economy due to increased travel times, delay, and the increased cost to move goods.

Future capacity enhancements and the effective operation and maintenance of Fresno County's transportation system are dependent upon sufficient revenues and a reliable, stable funding source. Ideally this funding source would include a predictable, stable, dedicated, flexible source of revenue for each of the system's elements that can be periodically adjusted to renew and expand the system as required. In reality, the solution to the transportation funding crisis that faces California lies in the development of a comprehensive approach involving more efficient management of the existing system as well as additional revenues.

In 19 counties, local agencies and civic groups have succeeded in passing local sales tax measures, raising substantial funds to deal with regional transportation problems. Fresno County is, to a large degree, self-funding a freeway system which had awaited construction for over thirty years, as available funding went instead to the interstate system. Passage of local tax measures has not been easy in this era of profound resistance to paying for public programs and facilities, and promises to be even more difficult with the passage of the *Guardino* decision in Santa Clara County. The *Guardino* decision requires that passage of local sales tax measures achieve passage by a super-majority of voters (66%) rather than a simple majority (51%).

Fortunately, Fresno County, through a coordinated effort of the Chamber of Commerce, local agency staff and interested citizens was able to convince the electorate of the benefits of taxing themselves for needed system improvements. ***However, in no instance was this local effort intended to free the state government from their traditional responsibilities for state facilities or resolution of statewide transportation problems.*** If California is to ever achieve an equitable, comprehensive solution to adequate funding of the transportation network, the following issues related to equity must be addressed:

In California, cities and counties have primary land use permitting authority within their jurisdictions. These same entities work together with Caltrans to provide a coordinated, comprehensive approach to both local and regional transportation needs. However, other agencies also play a major role in land use decisions and related traffic generation. As examples, school districts, and State and Federal government facilities are not subject to city or county land use controls. This situation creates a problem in that various governmental and educational facilities are allowed to build new facilities that generate significant traffic, yet they are not subject to the traffic mitigation process.

Caltrans does not currently have a "uniform statewide" Capital Facilities Fee Program to ensure equality among all jurisdictions, or to meet the nexus requirement of AB 1600 legislation. In the absence of a statewide fee, the local jurisdictions and Caltrans must confirm the nexus requirement of AB 1600 and delineate the current deficiencies which are not the responsibility of new development.

The state's road capacity is utilized on a first-come, first-served basis. Projects which are constructed first bear no traffic impact costs because they utilize capacity which was designed for Caltrans in the Project Study Report (PSR). When capacity is used up, any new development must contribute to the needed improvements even though that

development may have been part of the original plan and covered by the PSR.

Oftentimes, regional traffic with a particular destination (i.e. city parks) in mind, may use various highways and interchanges to get there. However, these destination cities are usually not required to contribute to the traffic mitigation requirements which are imposed on jurisdictions in which the transportation facilities are located.

The design of various transportation facilities are supposedly based on “full build-out” of various planning areas (General, community, etc.). However, oftentimes Caltrans is requesting impact fees for facilities which are at capacity even though the Plan area has significant areas of undeveloped land.

State law prohibits using fuel tax revenue to fund transit operations. Instead, local transit agencies must rely largely on local revenues and the Transportation Development Act (TDA) 1/4 cent sales tax. Unfortunately, the existing revenue sources are insufficient to meet overall transit needs.

Clearly, if California is to develop a comprehensive equitable solution to its transportation funding problems, a partnership approach between local, regional and state entities is required. Preferably one piece of the solution would involve a “uniform statewide traffic impact fee” that provides for equality among all jurisdictions. Additional help could materialize in the development of a “statewide capital facilities fee” program that would provide the nexus determination, and document the public concerns being addressed by the fee.

In summary, the Council of Fresno County Governments has at this time chosen not to adopt a particular position on any of the potential “new” revenue sources being explored throughout the state. Instead COG wishes to focus on ensuring that whatever “new” revenue sources are identified for eventual implementation, are in fact “equitable” for the citizens of Fresno County. At a minimum the COG feels that any type of development impact fees related to its transportation network should be administered equitably **“statewide”**. As a self-help county, Fresno is particularly sensitive to any revenue alternatives which do not take into account the financial burden Fresno County residents have already placed on themselves through implementation of Measure “C”.