



December 14, 2017

Ms. Susan Bransen
California Transportation Commission
1120 N Street, (MS-52)
Sacramento, CA 95814

Subject: 2018 Regional Transportation Improvement Program for Fresno Council of Governments

Dear Ms. Bransen,

Consistent with the guidance provided by the California Transportation Commission, the Fresno Council of Governments (Fresno COG) has adopted Resolution 2017-38 setting forth the 2018 RTIP for submittal to the California Transportation Commission and inclusion in the 2018 State Transportation Improvement Program (STIP).

Attached is Fresno COG's 2018 Regional Transportation Improvement Program application packet.

Fresno COG, through the development of the 2014 Regional Transportation Plan (RTP), adopted goals, objectives and priorities with consideration of the overall performance of the transportation system consistent with federal and state planning requirements. These goals and objectives are incorporated in the adopted RTP and are also reflected in the Fresno COG's RTIP. Fresno COG's adopted Sustainable Communities Strategy (SCS) incorporates current proposed general plans for each local jurisdiction in Fresno County; therefore, this submittal is consistent with the adopted SCS and RTP and will also be consistent with the proposed 2018 RTP/SCS.

Thank you for your consideration in this matter. If you have any questions, please feel free to call Finance Director, Les Beshears (559) 233-4148 Extension 209.

Sincerely,

TONY BOREN, Executive Director
Fresno Council of Governments

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno



Attachments

cc: Sharri Bender Ehlert, Caltrans District 6

cc: Mitch Weiss, CTC

cc: Bruce De Terra, Caltrans Division of Transportation Programming

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

Fresno Council of Governments
2018 Regional Transportation Improvement Program

2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2018 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

Summary

The Commission has adopted the 2018 STIP Fund Estimate. The estimates from Fiscal Years 2018/19 through 2022/2023 provide our region with a target of \$58.592 million. Fresno COG is requesting programming of \$18.736 million, only slightly over our minimum base share, reserving our target for future projects described below that will be requested for programming in subsequent STIP cycles. As in previous STIP cycles, this plan reflects the partnership among Fresno COG, the Fresno County Transportation Authority, Caltrans, and the California Transportation Commission that enables the region to maximize project delivery with a combination of local Measure C, state and federal resources. Fresno COG's 2018 STIP proposed projects include the following:

SR 180 West – Freeway Landscaping

This project, carried forward from the adopted 2016 STIP, is scheduled for FY 2020/21. The project is required mitigation for SR 180 freeway construction completed years ago however, it was delayed as part of the allocation plan process the CTC went through to balance the statewide deficit. Caltrans has requested additional funds associated with the delay, \$245,000 to freshen up the PS&E and \$678,000 for inflationary construction estimates. The total increase is \$923,000.

Veterans Boulevard

Veterans Boulevard is our region's #1 priority project. The project will be ready to list in 2018/19. This project will result in construction of a six-lane arterial roadway in northeast Fresno, a freeway interchange at SR 99, grade separations over the Union Pacific High Speed Rail line and Golden State Blvd. and improvements to the roadways surrounding the project. The project will be constructed in four phases with the requested STIP funding being associated with Phase III, which is the interchange over SR 99. The California High Speed Rail Commission will contribute \$28 million to Phase II for grade separation over the Union Pacific and High Speed Rail tracks. The City of Fresno will contribute \$27.2 million in local development fees associated with the Phase I and IV connections to major arterials Herndon Ave. and Shaw Ave. The region has contributed \$34.4 million in local Measure funds and development impact fees to environmentally clear, design and acquire right-of-way for this \$151 million project and will contribute another \$45 million to the construction phase. We are requesting \$14.616 million in STIP funds in 2019/20 to perfect the construction funding. We will also be requesting \$1.8 million of the 2019/20 SB1 Local Partnership Program (LLP) apportionment.

SR 41 Excelsior Expressway

This project will close a gap and upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway from the Kings County line to Elkhorn Avenue. Route 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans' Interregional Transportation Strategic Plan, part of the National Network of truck routes, and included in the Caltrans Highway Freight Network. The project is anticipated to cost \$62 million.

Caltrans has proposed programming the preconstruction phases of this project in the ITIP in 2018/19 as a restored project that was deleted during the 2016/ STIP cycle and requested Fresno COG partner with a contribution from the RTIP. Caltrans will provide \$8 million for PS&E and right of way with ITIP and Fresno COG will provide \$2 million in RTIP for ROW. The combination of RTIP and ITIP funds will produce a shovel ready project in 2023. The region has also agreed to reserve \$4 million in future county shares for when Caltrans programs construction in the ITIP.

South Fresno Interchanges

The Measure C expenditure plan incorporates a series of five interchanges along SR 99, including North, Cedar, Central, Chestnut, and American Avenues that potentially serve developing commercial interests and a proposed High Speed Rail Heavy Maintenance Station. These projects were designed as half interchanges allowing traffic to exit in one direction only. To get bet back on the freeway the traveler must find the corresponding on-ramp at the next interchange. Furthermore, the access and exit points are alternately connected to north/south, then east/west arterials, making it confusing to navigate. Caltrans no longer uses this 'half interchange' concept and has plans to replace the five half interchanges with three full interchanges. Since the interchanges are functionally related, Caltrans will have to consider the entire corridor when developing plans to remedy this situation. Caltrans, Fresno COG, and the Fresno County Transportation Authority are proposing to environmentally clear all three interchanges simultaneously, creating significant economies of scale. The plan will include three distinct construction phases which will be funded by a combination of Local Measure and Regional STIP funds. Fresno COG is proposing programming \$3 million in Advanced Project Development Element (APDE) in FY 2018/19. Fresno COG has also programmed \$3.7 million in Local Measure in 2017/18 and 2018/19 to facilitate the programmatic environmental impact report and preliminary design. We anticipate programming right-of-way and construction beginning in the 2020 STIP cycle.

Planning, Program & Monitoring

Fresno COG is also requesting three years of Planning, Program & Monitoring (PPM) allocations of \$399,000 per year starting in FY 2020/21. These funds will be incorporated in the Fresno COG Annual Overall Work Program (OWP) to cover staff work in development and monitoring of the Regional Transportation Plan and Federal Transportation Improvement Program.

Section 2. General Information

- **Regional Agency Name**
Fresno Council of Governments
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

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

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

RTP link: <https://www.fresnocog.org/project/regional-transportation-plan-rtp/>

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

Name Tony Boren
Title Executive Director
Email tboren@fresnocog.org
Telephone 559-233-4148 ext. 204

- **RTIP Manager Staff Contact Information**

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Email	jsoliz@fresnocog.org		
Telephone	559-233-4148 ext. 223	Fax	559-233-9645

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

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Email	mitchell.weiss@dot.ca.gov		
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

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

Fresno COG's RTIP is developed through collaboration with Caltrans, Fresno County Transportation Authority, and member agencies. Projects submitted for the RTIP are part of our local measure's expenditure plan that was approved by the voters.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

When the voters of Fresno County passed the original Measure C in 1987, the Fresno Council of Governments Policy Board dedicated 75% or more of the region's STIP County Shares to leveraging projects on the Measure C Tier I list. The policy was continued when the voters extended the sales tax measure in 2007. Consistent with this policy, the Fresno County Transportation Authority, in conjunction with Caltrans, has delivered millions of dollars in State highway improvements to build out the freeway network in Fresno using a combination of Measure C, STIP, and other state and Federal funds. The eastwest SR 180 corridor, across the City of Fresno and through eastern rural Fresno County has been a major beneficiary of this program.

State Route 180 Chestnut to Clovis
State Route 180 West Phase I
State Route 180 Route 99 to Hughes West
State Route 180 Clovis to Temperance
State Route 180 Temperance to Academy
State Route 180 Academy to Trimmer

Our 2016 STIP candidate, State Route 180 Segment 3 – Smith to Frankwood completes the improvement to SR 180, which have been going on since the early 1990's. The project is currently under contract with construction anticipated to be complete in 2019. The project, near Minkler and Centerville, will construct 4.5 miles of 4 lane expressway on existing alignment between Kingsburg Canal and Alta Main Canal Bridge, providing connectivity from Fresno to Kings Canyon National Park and the rural cities of Reedley and Orange Cove. SR 180 not only links Fresno County's eastern communities and National Parks to vital regional services, but also serves as the primary agricultural goods movement corridor for eastern Fresno County.

Section 5. RTIP Outreach and Participation

A. Public Participation/Project Selection Process

As previously mentioned, when the voters of Fresno County passed the original Measure C in 1987, the Fresno Council of Governments Policy Board dedicated 75% or more of the regions STIP County Shares to leveraging projects on the Measure C Tier I list, in which all of our proposed projects are included in.

When the ballot for the Measure was developed in 2005/06, FCOG and FCTA hired a consultant, acquired a portable PA system, and went on a public tour, holding meetings at various strategic locations throughout the County, inviting interested stakeholders and members of the public. A group of 32 representatives led this discussion group and became the basis for the 13-member Measure C Oversight Committee. The Tier I project list, which includes current STIP candidates, was developed and vetted with this group, included on the ballot and passed by the voters. Subsequently, we update the plan every two years. The process goes through three advisory committees and two Boards of elected officials, FCOG and FCTA. All meetings are publically noticed and public input is invited. In addition, the Transportation Authority has a public relations consultant that schedules public events periodically to communicate the "Promise of Measure C" to the public.

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

Caltrans District: 6

Collaboration with Caltrans has always been a vital part of our process for developing the RTIP. Caltrans sits on our Policy Advisory Committee, which convenes monthly to advise the Fresno COG Board on transportation issues. Caltrans also sits as a cooperative member of our Policy Board and provides monthly input during formal meetings. Caltrans also attends the Technical Advisory Committee and board meetings for the Fresno County Transportation Authority, which is the implementing agency for our local sales tax measure and key partner in delivering major

transportation projects for the region. As the statutory regional planning agency for the Fresno County Transportation Authority, Fresno COG develops the long range Regional Transportation Plan. This comprehensive 20-year plan includes major multimillion dollar improvements and all funding available to deliver these regional projects including local measure, regional transportation mitigation fees, State funds such as SHOPP, STIP, LPP, and federal funds including ARRA, STBG, CMAQ, or any other state, federal or local source applicable to the program. Since a significant portion of this program is dedicated to the state highway system, communication among Fresno COG, Caltrans and the Transportation Authority are frequent and at a high level. The results of this cooperative planning process is reflected by our success in leveraging the funds necessary to build out the network of freeways and connected highways in, out and through Fresno over the last thirty years. This current proposed RTIP included significant interaction with Caltrans as we are partnering on a Caltrans ITIP project, SR 41, requesting construction funding for a major interchange over SR 99, Veterans Blvd., and laying the groundwork to make a significant and much needed improvement to five interchanges along SR 99, South Fresno Interchanges.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate (\$1,000)

Minimum target \$17,428

Base target through 2022-23 \$58,592

APDE target \$6,745

B. Summary of Requested Programming

Adopted 2016 STIP

Project PPNO 6489	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	(68)						(68)
PS&E	(330)						(330)
R/W Sup (CT)	(1)						(1)
R/W							0
Con Sup (CT)				(462)			(462)
Construction				(3,560)			(3,560)
Total	(399)	0	0	(4,022)	0	0	(4,421)

Project PPNO 6489	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	68						68
PS&E	575						575
R/W Sup (CT)	1						1
R/W							0
Con Sup (CT)				700			700
Construction				4,000			4,000
Total	644	0	0	4,700	0	0	5,344

Proposed 2018 STIP New Programming Against Target

Project PPNO 6705	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 41 Elkhorn							
E&P (PA&ED)							0
PS&E	0						0
R/W Sup (CT)	0						0
R/W	0	2,000					2,000
Con Sup (CT)	0	0					0
Construction		0					0
Total	0	2,000	0	0	0	0	2,000

Project PPNO 6289	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
Veterans Boulevard							0
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction			14,616				14,616
Total	0	0	14,616	0	0	0	14,616

Project PPNO 06L01	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
Planning, Programming & Monitoring	0	0		399	399	399	1,197

Total New Programming against Target

245	2,000	14,616	1,077	399	399	18,736
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Proposed 2018 APDE

Project PPNO 6288	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
South Fresno Interchanges							0
E&P (PA&ED)		3,000					3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction							0
Total	0	3,000	0	0	0	0	3,000

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

Proposed 2018 STIP (\$1,000)	Local	Local	State	State	State	State	Total Project Cost
	Measure "C"	Local Impact Fees	RTIP	ITIP	LLP	Cal. HSRC	
Veterans Blvd.	79,517	27,200	14,616		1,800	28,000	151,133
SR 41 Excelsior Expressway			6,000	56,500			62,500
South Fresno Interchange	46,036		50,275				96,311
PPM			1,197				1,197
total	125,553	27,200	72,088	56,500	1,800	28,000	311,141

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

SR 41 Excelsior Expressway Project - The project's preconstruction components are proposed to be jointly funded by the regional and interregional programs within the 2018 State Transportation Improvement Program (STIP). Caltrans has proposed putting \$8 million on SR 41, from Elkhorn to Kings County Line, from the ITIP for PSE & ROW. Fresno COG is contributing \$2 million in STIP funding for ROW. The combined total of \$10 million is to design and environmentally clear this project to produce a shovel ready project in 2023.

Fresno COG's original measure built SR 41 out to Elkhorn, and Kings County has improved SR 41 on the county line to Lemoore, leaving a six-mile, unimproved gap on the remaining segment in Fresno County. Fresno COG is partnering with Caltrans by contributing STIP funding for ROW and will continue to partner with Caltrans for future ITIP and STIP funds on this project.

Section 9. Projects Planned Within the Corridor (Required per Section 20e)

There are no projects in the corridor that are planned or underway that will be impacted by the Excelsior project.

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

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	25.32	24.87
	Percent of congested VMT (at or below 35 mph)	15.74%	18.34%
	Commute mode share (travel to work or school)	Auto:98.2% Transit: 0.5% Walk: 1.0% Bike: 0.3%	Auto:95.3% Transit: 1.5% Walk: 2.5% Bike: 0.7%
Infrastructure Condition	Percent of distressed state highway lane-miles	4.29% (2016)	n/a
	Pavement Condition Index (local streets and roads)	n/a	n/a
	Percent of highway bridges by deck area classified in Poor condition	0.84%	n/a
	Percent of transit assets that have surpassed the FTA useful life period	21%	n/a
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	1.6	n/a
	Accessibility and on-time performance for rail and transit	n/a	n/a
Safety	Fatalities and serious injuries per capita	11.2/31.3 (per 100,000)	n/a
	Fatalities and serious injuries per VMT	1.351/3.714 (per 100 million)	n/a
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	54.0% housing / 61.1% jobs	n/a
	Mean commute travel time (to work or school)	14.8 minutes	16.6 minutes
	Farebox recovery ratio	0.233 (2014)	n/a
Environmental Sustainability	Change in acres of agricultural land	n/a	-91.9 acres
	CO ₂ emissions reduction per capita	n/a	-11%

Section 11. Regional and Statewide Benefits of RTIP

Veterans Boulevard Project – Veterans Boulevard is a regionally significant project that will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California’s Central Valley along State Route 99. The project also addresses east-west traffic issues faced when navigating local roadways.

SR 41 Excelsior Expressway Project - The project will improve the regional movement of freight and goods, and local farm to market travel. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. The project is consistent with the Transportation Concept Report and the Regional Transportation Plan. This project will provide for continuity of the Route 41 corridor, meet present and future vehicular and goods movement traffic demands, and bring the highway up to current design standards. It will include Complete Streets elements, such as, new shoulders and intersection improvements that could benefit pedestrian and bicycle mobility.

South Fresno Interchange Project – This project is a series of five interchanges that would potentially serve developing commercial interest and a proposed High Speed Rail Heavy Maintenance Station. These projects were designed as half interchanges allowing traffic to exit in one direction only. To get bet back on the freeway the traveler must find the corresponding on-ramp at the next interchange. Furthermore the access and exit points are alternately connected to north/south, then east/west arterials, making it confusing to navigate. Caltrans no longer uses this ‘half interchange’ concept and has plans to replace the five half interchanges with three full interchanges. This will create significant economies of scale. Other benefits include increased traffic capacity and improved traffic operations.

D. Performance and Effectiveness of RTIP

Section 12 & 13. Evaluation of Cost Effectiveness of RTIP & Project Specific Evaluation (Required per Section 19)

Please reference the following attachments

Veterans Boulevard: A Regionally Significant Interchange, Extension, Trail and Grade Separation Project					
EXECUTIVE SUMMARY MATRIX					
Current Status/Baseline & Problems to be Addressed	Changes to Baseline or Alternative	Types of Impacts	Costs	Benefits	Assumptions and Sources
Veterans Boulevard is a regionally significant project which will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California's Central Valley along State Route 99 (SR-99). The project also addresses east-west traffic issues faced when navigating local roadways.	The construction of Veterans Boulevard will provide facilities for vehicular, bicycle and pedestrian traffic, decreasing delays and reducing travel times by constructing a six-lane arterial roadway and Class I multimodal trail facility in northwest Fresno, a freeway interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to roadways surrounding the project.	<ul style="list-style-type: none">●Increase in Vehicle Miles Traveled (VMT) & Fuel Consumption Costs●Decrease in Vehicle Hours Traveled (VHT)●Increase in Repair & Maintenance Costs for Vehicles●Increase in the hours of travel by Pedestrians & Bicycles●Increase in Overall Pollutant Emissions●Decrease in Pollutant Emissions due to bicycle/pedestrian trips	<ul style="list-style-type: none">●Total Project Cost: \$138,683,836●Fuel Consumption Costs: 3% Discount \$10,067,119 (7% Discount \$5,681,349)●Maintenance & Repair Costs: 3% \$28,091,518 (7% Discount \$16,345,269)●Vehicle Pollutant Emissions Costs: not included in the BC ratio due to the small dollar amount and the lack of a reliable monetization value for CO2 emissions. The BC ratio was not affected by inclusion or exclusion of these costs.: 3% 1,303 (7% \$522)	<ul style="list-style-type: none">●Travel Time Savings Benefit: 3% \$43,765,132 (7% \$25,414,210)●Bicycle/Pedestrian Benefit: Not included in the BC ratio due to lack of reliable monetization value for CO2 emissions: biking/walking hours increase daily by 117 hours, 23,488 hours annually at Build. Decrease of 843.72 MTCO2 (calculated using the California Air Resources Board Active Transportation Program calculator).●<u>Other benefits:</u><ul style="list-style-type: none">●Improved interactions between roadway users as a result of grade separations.●Eliminate bottlenecks in the freight supply chain through travel time savings.●Support commerce and economic growth through improved infrastructure.●Reduce structural barriers and improve multimodal access.●Improve quality of life for residents.	<ul style="list-style-type: none">●Existing Year = 2017●24 years to Build Scenario●Fresno Council of Governments Travel Model used for VMT and VHT forecasts, Bicycle/Pedestrian Hours Traveled forecasts, Pollutant Emissions●MPG sources: https://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_statistics/html/table_04_23.html, https://www.epa.gov/newsreleases/carbon-pollution-standards-cars-and-light-trucks-remain-unchanged-through-2025●Gasoline Price Source: californiagasprices.com (9/29/17)●Gasoline Price Annual Increase: (as measured 2007 - 2012) www.bls.gov/opub/btn/volume-2/measures-of-gasoline-price-change.htm●Median Income Source: US Census Bureau https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml?src=bkmk●Hourly Wage Source: US Department of Labor Bureau of Labor Statistics https://www.bls.gov/regions/west/news-release/occupationalemploymentandwages_fresno.htm●Vehicle Operating Costs Source: Table 8 of July 2017 Benefit-Cost Analysis Guidance for TIGER and INFRA Applications, http://exchange.aaa.com/automotive/driving-costs/#.WVZd02oupp●Travel Times Savings Source: Table 6 of July 2017 Benefit-Cost Analysis Guidance for TIGER and INFRA applications.●Bicycle/Pedestrian Calculations: 200 Days per Congestion Mitigation and Air Quality Program Guidelines

Veterans Boulevard: A Regionally Significant Interchange, Extension, Trail and Grade Separation Project

BENEFIT-COST ANALYSIS SUMMARY

Based on 30-Year Lifecycle						
		Total Magnitude of Benefit or (Cost)				
Sheet	Benefit or Cost	3% Discount Rate	7% Discount Rate			
VMT						
1	Fuel Consumption Costs	\$ (10,067,119)	\$ (5,681,349)			
VHT						
2	Travel Time Savings	\$ 43,765,132	\$ 25,414,210			
State of Good Repair						
3	Maintenance and Repair Costs	\$ (28,091,518)	\$ (16,345,269)			
	Total Benefits	\$ 5,606,496	\$ 3,387,592			
	Initial Investment	\$ 138,683,836	\$ 138,683,836			
	Benefit-Cost Ratio	0.04	0.02			

Veterans Boulevard: A Regionally Significant Interchange, Extension, Trail and Grade Separation Project

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	Daily VMT = 32,764,082 by 2040. Vehicle Hours Traveled 598,324 in 2017. Projected to be 877,079 by 2040.	Daily VMT= 32,802,066 by 2040. Increase in VMT. However, the project results in a reduction in Vehicle Hours Traveled (VHT). VHT projected to be 875,380 daily by 2040. This is a reduction of 1,699 daily hours by 2040 and results in a total reduction of 18,830 daily hours over 24 year projections.
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit		

	stops with frequent transit service		
	Reduce mean commute travel time (to work or school)	0	See VHT reductions.
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita	0	843.72 MTCO ₂ e (2017 to 2040) as a result of pedestrian/bicyclist infrastructure.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges	New interchange located on SR-99 and Veterans Boulevard.	Addition of 2.2 miles to the state highway system through construction of interchange. Reduces vehicle hours traveled by an estimated 1,699 hours per day by 2040.
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements	Grade separation over the Union Pacific Rail Road and California High Speed Rail Tracks. Vacation of Carnegie Avenue from Bullard to	Improved interactions at rail crossings through grade separation. Eliminate rail crossing at Carnegie.

		existing Golden State Boulevard.	
	Station improvements		
Local Streets and Roads	New lane-miles	5.2 miles	Reduce vehicle hours traveled by an estimated 1,699 hours per day by 2040.
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	<p>Addition of 2 miles of class I trail.</p> <p>Addition of 8.3 miles of Class II bike lane.</p> <p>Addition of .6 miles of sidewalk.</p>	<p>Increased facilities for multimodal travel.</p> <p>Estimated increase in multimodal commuting (biking/walking) by 117 hours daily.</p>
	Operational improvements		
	New or reconstructed bridges		

District: **D-Technical Planning**PROJECT: **Excelsior Expressway**

EA: 06-0S370

PPNO: 614000130

1A

PROJECT DATA

Type of Project		Enter a truck speed in section 1B
Select project type from list	Passing Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		
2		
Length of Construction Period	3	years
One- or Two-Way Data	2	enter 1 or 2
Current		
Length of Peak Period(s) (up to 24 hrs)	5	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	E	E	
Number of General Traffic Lanes	2	4	
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)	N		
Highway Free-Flow Speed	65	65	
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35	
Length (in miles)	7.1	7.1	
Impacted Length	10.1	10.1	
Average Daily Traffic			
Current	15,700		
	No Build	Build	
Base (Year 1)	17,650	17,650	
Forecast (Year 20)	30,000	30,000	
Average Hourly HOV/HOT Lane Traffic			
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)		100%	
Percent Traffic in Weave		0.0%	
Percent Trucks (include RVs, if applicable)	15%	15%	
Truck Speed	55		
On-Ramp Volume			
	Peak	Non-Peak	
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0	
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)			
Queue Formation (if queuing or grade crossing project)			
	Year 1	Year 20	
Arrival Rate (in vehicles per hour)	0	0	
Departure Rate (in vehicles per hour)	0	0	
Pavement Condition (if pavement project)			
	No Build	Build	
IRI (inches/mile)	Base (Year 1)		
Forecast (Year 20)			
Average Vehicle Occupancy (AVO)			
	No Build	Build	
General Traffic	Non-Peak	1.39	1.39
	Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)		
	Count (No.)	Rate
Total Accidents (Tot)	105	0.86
Fatal Accidents (Fat)	5	0.041
Injury Accidents (Inj)	45	0.37
Property Damage Only (PDO) Accidents	55	0.45
Statewide Basic Average Accident Rate		
	No Build	Build
Rate Group	H15	H45
Accident Rate (per million vehicle-miles)	0.51	0.49
Percent Fatal Accidents (Pct Fat)	1.2%	1.7%
Percent Injury Accidents (Pct Inj)	36.1%	37.3%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
Base (Year 1)			
Forecast (Year 20)			
Percent Trips during Peak Period		40%	
Percent New Trips from Parallel Highway			100%
Annual Vehicle-Miles		No Build	Build
Base (Year 1)			
Forecast (Year 20)			
Average Vehicles/Train (if rail project)			
Reduction in Transit Accidents			
Percent Reduction (if safety project)			
Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Highway Grade Crossing		Current	Year 1
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	
Transit Agency Costs (if TMS project)		No Build	Build
Annual Capital Expenditure			\$0
Annual Ops. and Maintenance Expenditure			\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS				Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
Construction Period									
1	\$13,885	\$5,500	\$20,000					\$39,385,000	\$39,385,000
2			20,000					20,000,000	19,230,769
3			5,000					5,000,000	4,622,781
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$13,885	\$5,500	\$45,000	\$0	\$0	\$0	\$0	\$64,385,000	\$63,238,550

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

District: **D-Technical Planning**

PROJECT: **Excelsior Expressway**

EA: 06-0S370
PPNO: 614000130

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$63.2
Life-Cycle Benefits (mil. \$)	\$140.5
Net Present Value (mil. \$)	\$77.3
Benefit / Cost Ratio:	2.2
Rate of Return on Investment:	12.2%
Payback Period:	7 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$20.5	\$0.0	\$20.5	\$1.0
Veh. Op. Cost Savings	-\$7.7	\$0.0	-\$7.7	-\$0.4
Accident Cost Savings	\$109.9	\$19.4	\$129.3	\$6.5
Emission Cost Savings	-\$1.5	\$0.0	-\$1.5	-\$0.1
TOTAL BENEFITS	\$121.1	\$19.4	\$140.5	\$7.0
Person-Hours of Time Saved			2,475,677	123,784

Should benefit-cost results include:

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

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

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

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

	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	-34	-2	-\$0.0	-\$0.0
CO ₂ Emissions Saved	-45,715	-2,286	-\$1.4	-\$0.1
NO _x Emissions Saved	-10	0	-\$0.1	-\$0.0
PM ₁₀ Emissions Saved	0	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	-8	0	-\$0.0	-\$0.0

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

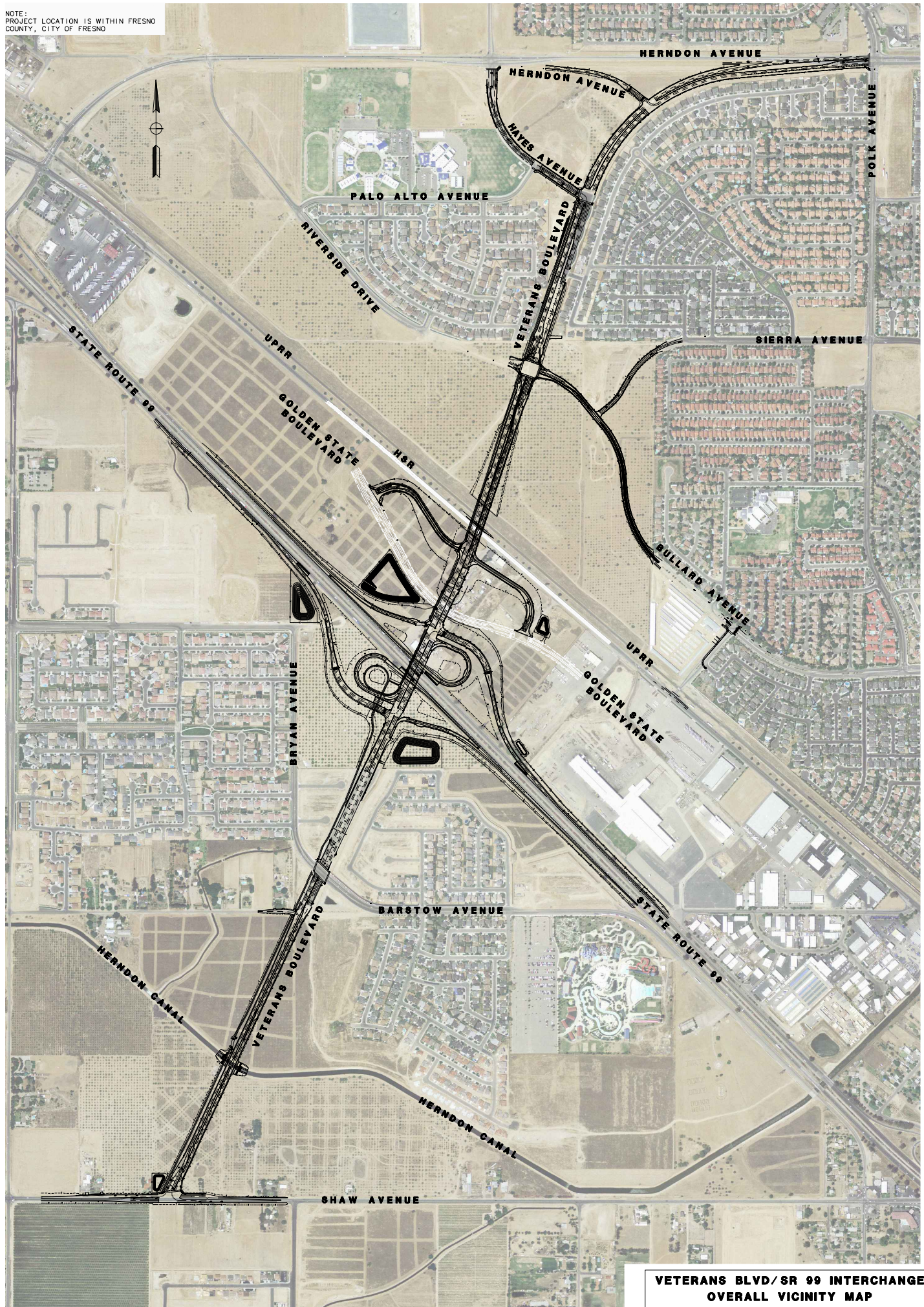
Veterans Boulevard Project - The Veterans Boulevard project (Veterans) will result in the construction of a six-lane arterial roadway in northwest Fresno, a freeway interchange at SR 99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to roadways surrounding the project.

Veterans Boulevard Phasing Summary	
Phase One	Extend Bullard Avenue to its connection with Veterans Boulevard.
Phase Two	Construct a grade separation over Union Pacific Rail Road and California High Speed Rail Tracks and vacate Carnegie Avenue from Bullard to existing Golden State Boulevard.
Phase Three	Construct the State Route 99 interchange and grade separation over the realigned Golden State Boulevard.
Phase Four	Extend Veterans Boulevard to connections with Herndon Avenue to the north and Shaw Avenue to the South.
Phase Five	Construct Veterans Boulevard Class I multipurpose trail.

SR 41 Excelsior Expressway Project - This project would upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway from the Kings County line to Elkhorn Avenue. The project is located in Fresno County between the metropolitan area of Fresno and Lemoore.

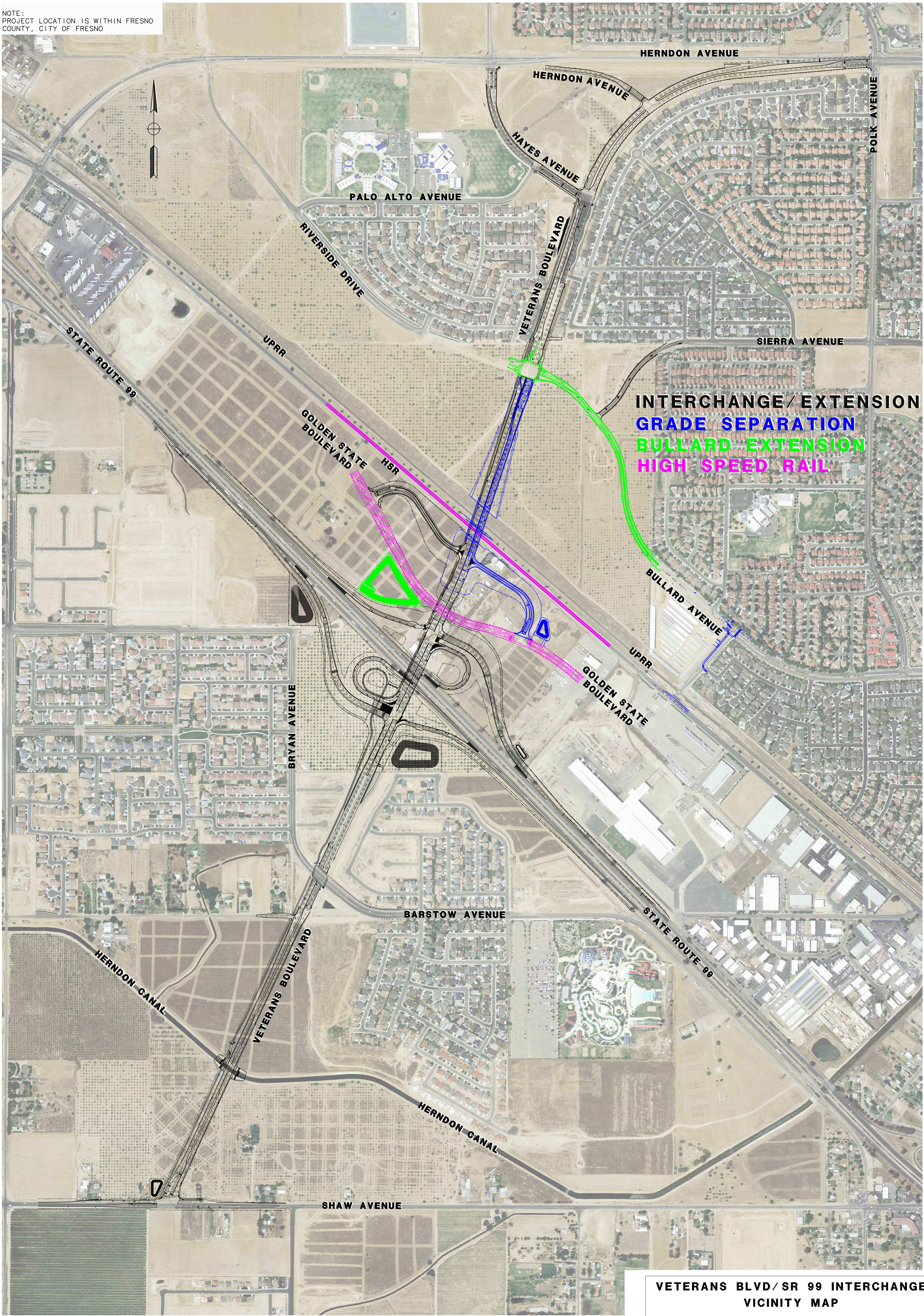
South Fresno Interchange Project – This project is near a developing commercial center and the expenditure plan incorporates a series of interchanges along SR 99 that potentially serve developing commercial interests and the proposed High Speed Rail Heavy Maintenance Station. Fresno COG wants to program \$3 million of APDE funding for environmental clearance (PA&ED), plans, specifications and estimates (PS&E) and Right-of-way (ROW) to environmentally clear the South Fresno Interchange project, creating significant economies of scale.

NOTE:
PROJECT LOCATION IS WITHIN FRESNO
COUNTY, CITY OF FRESNO

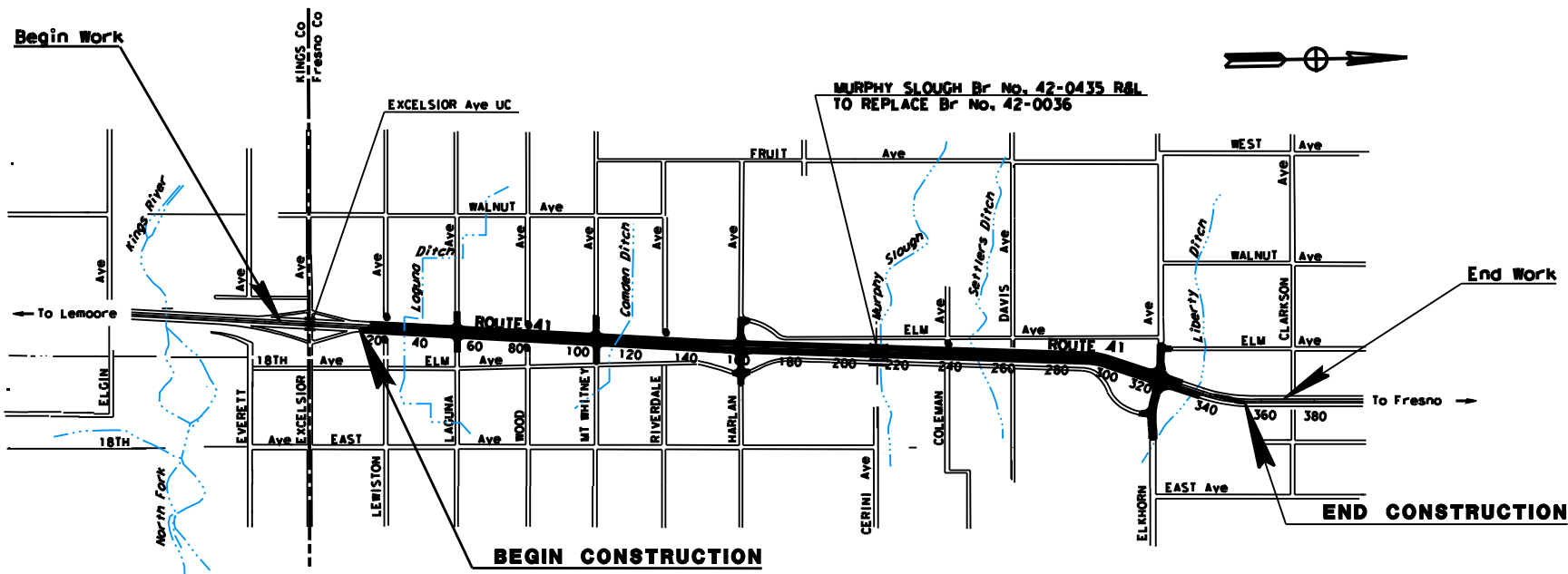


**VETERANS BLVD/SR 99 INTERCHANGE
OVERALL VICINITY MAP**

NOTE:
PROJECT LOCATION IS WITHIN FRESNO
COUNTY, CITY OF FRESNO

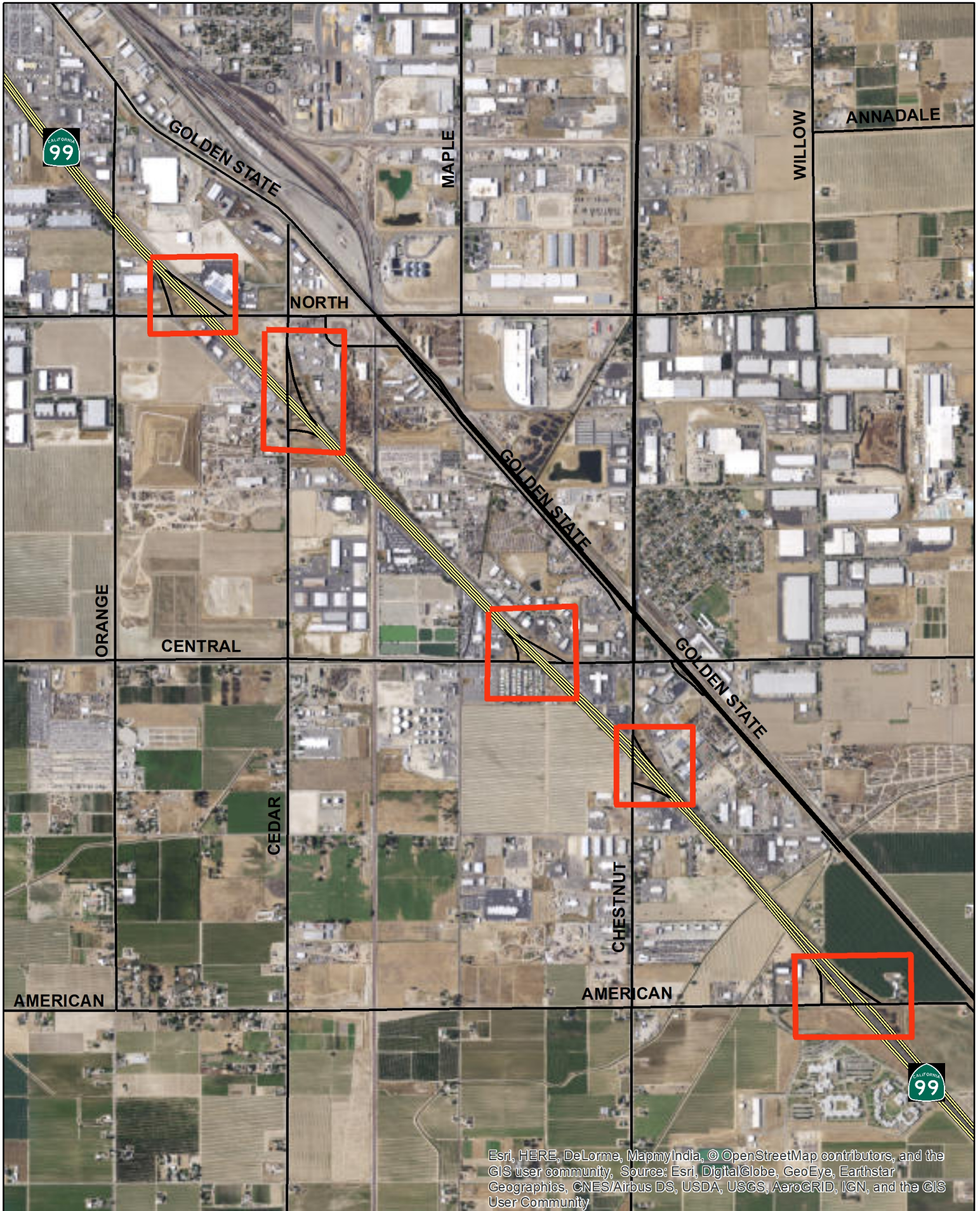


VETERANS BLVD/SR 99 INTERCHANGE
VICINITY MAP





South Fresno Interchanges



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Last Updated: 12/13/2017

F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2018 RTIP Approval

Section 17. Project Study Reports can be found on the Fresno COG website:
<https://www.fresnocog.org/project/federal-transportation-improvement-program-ftip/>

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/13/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06		0600000935	6289			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
FRE	99	28.8	30.11	City of Fresno		
				MPO	Element	
				COFCG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Bradley Kerner		(559) 621-8674		bradley.kerner@fresno.gov		
Project Title						
Veterans Boulevard Interchange and Extension Project						
Location (Project Limits), Description (Scope of Work)						
Veterans Boulevard between Bullard Avenue/Riverside Drive and Bryan Avenue The Veterans Boulevard project will result in the construction of a six-lane arterial roadway in northwest Fresno, a freeway interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to the roadways surrounding the project.						
Component						
PA&ED		City of Fresno				
PS&E		City of Fresno				
Right of Way		City of Fresno				
Construction		City of Fresno				
Legislative Districts						
Assembly:	23	Senate:	8	Congressional:	16 and 22	
Project Benefits						
Veterans Boulevard is a regionally significant project which will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California's Central Valley along State Route 99. The project also addresses east-west traffic issues faced when navigating local roadways.						
Purpose and Need						
The Veterans Boulevard project serves the needs of the local community along State Route 99 and accommodates future land use expansion. It also improves the east-west connectivity between north Fresno and the rural communities west of State Route 99 by reducing transportation barriers.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		New Interchanges		each	1	
Local streets and roads		Mixed Flow lane-miles constructed		Miles	5.2	
Local streets and roads		Grade separations/ rail crossing improvements		Miles	2	
Local streets and roads		New bridges		each	2	
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved				03/18/10		
Begin Environmental (PA&ED) Phase					Complete	
Circulate Draft Environmental Document			Document Type	EIR	Complete	
Draft Project Report					Complete	
End Environmental Phase (PA&ED Milestone)					Complete	
Begin Design (PS&E) Phase					Complete	
End Design Phase (Ready to List for Advertisement Milestone)					05/30/18	
Begin Right of Way Phase					Complete	
End Right of Way Phase (Right of Way Certification Milestone)					08/30/18	
Begin Construction Phase (Contract Award Milestone)					See Attached	
End Construction Phase (Construction Contract Acceptance Milestone)					See Attached	
Begin Closeout Phase					See Attached	
End Closeout Phase (Closeout Report)					See Attached	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/13/17**Additional Information****Construction Dates Per Phase:****Phase I (Bullard Avenue Extension)**

Begin Construction Phase (Contract Award Milestone) May 2019

End Construction Phase (Construction Contract Acceptance Milestone) September 2019

Begin Closeout Phase September 2019

End Closeout Phase (Closeout Report) April 2020

Phase II (UPRR/HSR Grade Separation)

Begin Construction Phase (Contract Award Milestone) August 2019

End Construction Phase (Construction Contract Acceptance Milestone) August 2020

Begin Closeout Phase August 2020

End Closeout Phase (Closeout Report) February 2021

Phase III (SR 99 Interchange and Golden State Boulevard Grade Separation)

Begin Construction Phase (Contract Award Milestone) May 2020

End Construction Phase (Construction Contract Acceptance Milestone) December 2021

Begin Closeout Phase December 2021

End Closeout Phase (Closeout Report) June 2022

Phase IV (Veterans Boulevard Extensions to Shaw Avenue and Herndon Avenue)

Begin Construction Phase (Contract Award Milestone) May 2020

End Construction Phase (Construction Contract Acceptance Milestone) December 2021

Begin Closeout Phase December 2021

End Closeout Phase (Closeout Report) June 2022

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE	99		0600000935	6289	
Project Title: Veterans Boulevard Interchange and Extension Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									City of Fresno
PS&E									City of Fresno
R/W SUP (CT)									City of Fresno
CON SUP (CT)									City of Fresno
R/W									City of Fresno
CON									City of Fresno
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	11,601							11,601	
R/W SUP (CT)									
CON SUP (CT)									
R/W	22,823							22,823	
CON			116,709					116,709	
TOTAL	34,424		116,709					151,133	

Fund No. 1:	RIP - Fresno County Shares								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Cal Transportation Comm.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,616					14,616	
TOTAL			14,616					14,616	

Fund No. 2:	Other State - California High Speed Rail Commission								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									California High Speed Rail Comm.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,000					28,000	
TOTAL			28,000					28,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE	99		0600000935	6289	
Project Title: Veterans Boulevard Interchange and Extension Project						

Fund No. 3: Local Measure C - Regional Transportation Mitigation Fees									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Fresno County Trans. Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	11,101							11,101	
R/W SUP (CT)									
CON SUP (CT)									
R/W	19,186							19,186	
CON			45,039					45,039	
TOTAL	30,287		45,039					75,326	

Fund No. 4: Local Development Fees - City of Fresno									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									City of Fresno
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,637							3,637	
CON			27,254					27,254	
TOTAL	4,137		27,254					31,391	

Fund No. 5: Future - State Local Partnership									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									California Trans. Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,800					1,800	
TOTAL			1,800					1,800	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/23/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	0S370	0614000130		6705			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	41	0	7.1	Caltrans			
				MPO		Element	
				COFCG		CO	
Project Manager/Contact		Phone		E-mail Address			
Chris Gardner		(559)243-3444		chris.gardner@dot.ca.gov			
Project Title							
Excelsior Expressway							
Location (Project Limits), Description (Scope of Work)							
Near the city of Fresno, from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	32	Senate:	14	Congressional:	21		
Project Benefits							
This project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore, a distance of over thirty miles. The project will also improve the regional movement of freight and goods, and local farm to market travel. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Route 41 is an Interregional High Emphasis Focus Route corridor essential to the economic development of the San Joaquin Valley. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Fresno County Regional Transportation Plan.							
Purpose and Need							
Purpose: Reduce congestion, Improve Safety, provide route continuity with the four-lane roads north and south of the project segment. Need: Caltrans has identified traffic queues, accident rates above average for similar facilities, and a lack of passing opportunities as issues in the operation of this segment.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	24	
ADA Improvements Yes		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	ND/FONSI		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/14/2005		
Begin Design (PS&E) Phase					03/01/2014	07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2017	03/01/21	
Begin Right of Way Phase					04/01/2014	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2017	02/01/21	
Begin Construction Phase (Contract Award Milestone)					12/01/2017	07/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)					10/15/2019	07/01/26	
Begin Closeout Phase					07/15/2020	07/01/26	
End Closeout Phase (Closeout Report)					12/15/2021	07/01/28	

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Fund No. 3:	2018 ITIP								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This is the additional funding requirement to make the project shovel ready.
PS&E		3,000						3,000	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)									
R/W		3,500						3,500	
CON									
TOTAL		8,000						8,000	

Fund No. 4:	FRESNO COG RIP								Program Code
Existing Funding (\$1,000s)									20.20.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Fresno COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON									
TOTAL		2,000						2,000	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/13/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	0H240	0600020559	6288			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
FRE	99	14.1	17.6	Caltrans		
				MPO	Element	
				COFCG		
Project Manager/Contact		Phone		E-mail Address		
Neil Bretz		559-243-3465		neil.bretz@dot.ca.gov		
Project Title						
South Fresno Interchange Project						
Location (Project Limits), Description (Scope of Work)						
In Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Modify interchanges.						
Component						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Increased traffic capacity and improved traffic operations.						
Purpose and Need						
The purpose of this project is to modify the existing interchanges from American Avenue to North Avenue utilizing standard interchange designs. It is anticipated the level of service for the on and off ramps will drop below LOS D within the next few years due to the continued commercial and industrial development adjacent to the interchanges.						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document					Document Type	01/15/21
Draft Project Report						01/08/15
End Environmental Phase (PA&ED Milestone)						10/01/21
Begin Design (PS&E) Phase						10/02/21
End Design Phase (Ready to List for Advertisement Milestone)						10/01/24
Begin Right of Way Phase						02/01/22
End Right of Way Phase (Right of Way Certification Milestone)						09/01/24
Begin Construction Phase (Contract Award Milestone)						05/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						10/01/27
Begin Closeout Phase						04/01/29
End Closeout Phase (Closeout Report)						02/01/31

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	FRE	99	0H240	0600020559	6288	
Project Title: South Fresno Interchange Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E					8,500			8,500	
R/W SUP (CT)					4,500			4,500	
CON SUP (CT)							7,000	7,000	
R/W					29,353			29,353	
CON							43,695	43,695	
TOTAL		3,000			42,353		50,695	96,048	

Fund No. 1:	RIP - National HWY System (NH) - APDE								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Fresno COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,000						3,000	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									FCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					19,343			19,343	
CON							26,430	26,430	
TOTAL					19,343		26,430	45,773	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2017-38**

In the Matter of:
The 2018 STIP REGIONAL
IMPROVEMENT PROGRAM

**RESOLUTION ADOPTING THE 2018
STIP REGIONAL IMPROVEMENT
PROGRAM**

WHEREAS, the Fresno Council of Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Act of 1964, as amended, pursuant to the joint regulations-Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the State Transportation Improvement Program (STIP) is a statement of intent by the California Transportation Commission (CTC) and a schedule for project delivery for the allocation of funds during the four year period ending June 30, 2022; and

WHEREAS, the CTC has adopted programming policies, instructions and criteria for the 2018 State Transportation Improvement Program process; and

WHEREAS, pursuant to the adopted CTC policies, instructions and criteria the Fresno COG, after consultation with Caltrans, is the responsible agency for adopting the Regional Transportation Improvement Program (RTIP) portion of the 2018 State Transportation Improvement Program for Fresno County and submitting the adopted RTIP to the California Transportation Commission (CTC) by December 15, 2017; and

WHEREAS, a Fresno County Regional Transportation Improvement Program has been prepared by Fresno COG in cooperation with its member agencies, Caltrans and the CTC in accordance with the 2018 STIP programming policies, instructions and criteria; and

WHEREAS, the Fresno County region RTIP identifies candidate projects for the 2018 STIP in the attached exhibit; and

WHEREAS, the 2018 Fresno County RTIP has been reviewed for consistency with the adopted Regional Transportation Plan for Fresno County,

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG does hereby adopt the Fresno County Regional Transportation Improvement Program for the expenditure of revenues derived from the 2018 State Transportation Improvement Program as identified in the attached exhibit.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 16th day of November, 2017.

AYES: Clovis, Coalinga, Firebaugh, Folwer, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, Selma, Fresno County

NOES: None

ABSTAIN: None

ABSENT: Fresno City, San Joaquin

ATTEST:

Signed:  _____
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 16th day of November, 2017.

Signed:  _____
Tony Boren, Executive Director

2018 STIP Programming for Fresno County Region through 2022/23

Adopted 2016 STIP

Project PPNO 6489	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	(68)						(68)
PS&E	(330)						(330)
R/W Sup (CT)	(1)						(1)
R/W							0
Con Sup (CT)				(462)			(462)
Construction				(3,560)			(3,560)
Total	(399)	0	0	(4,022)	0	0	(4,421)

Project PPNO 6489	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 180 W - Freeway Landscaping							0
E&P (PA&ED)	68						68
PS&E	575						575
R/W Sup (CT)	1						1
R/W							0
Con Sup (CT)				700			700
Construction				4,000			4,000
Total	644	0	0	4,700	0	0	5,344

Proposed 2018 STIP New Programming Against Target

Project PPNO 6705	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
SR 41 Elkhorn							0
E&P (PA&ED)							0
PS&E	0						0
R/W Sup (CT)	0						0
R/W	0	2,000					2,000
Con Sup (CT)	0	0					0
Construction		0					0
Total	0	2,000	0	0	0	0	2,000

Project PPNO 6289	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
Veterans Boulevard							0
E&P (PA&ED)							0
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction			14,616				14,616
Total	0	0	14,616	0	0	0	14,616

Project PPNO 06L01	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
Planning, Programming & Monitoring	0	0		399	399	399	1,197

Total New Programming Against Target 245 2,000 14,616 1,077 399 399 18,736

Proposed 2018 APDE

Project PPNO 6288	Prior	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
South Fresno Interchanges							0
E&P (PA&ED)		3,000					3,000
PS&E							0
R/W Sup (CT)							0
R/W							0
Con Sup (CT)							0
Construction							0
Total	0	3,000	0	0	0	0	3,000